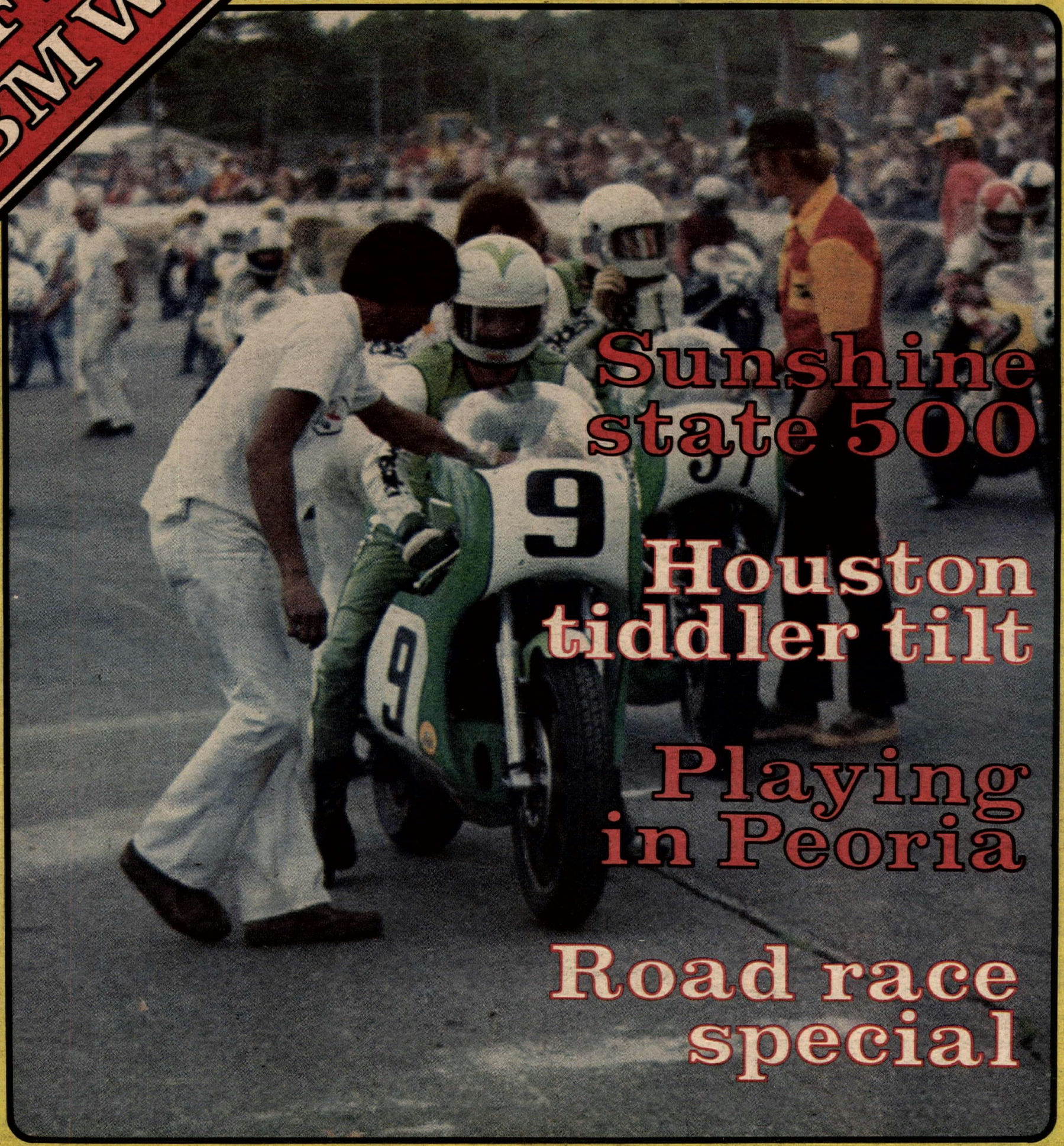
CYCLE NEWS®

WEST

Volume XIII : Number 34 : September 7, 1976 75¢

First look BMW 1000 pg. 5



Sunshine state 500

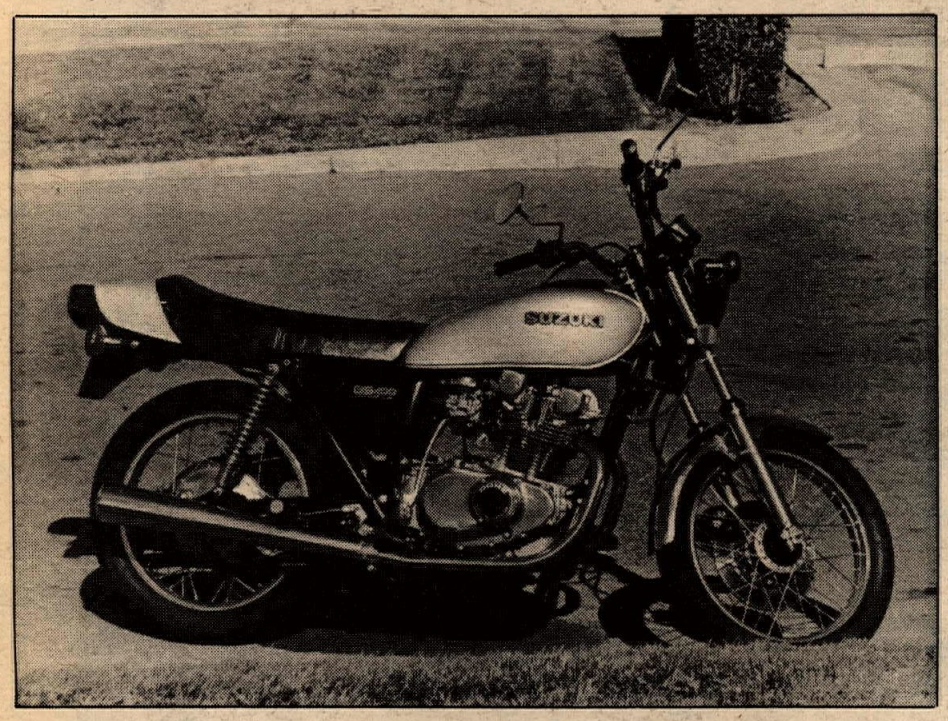
Houston tiddler tilt

Playing in Peoria

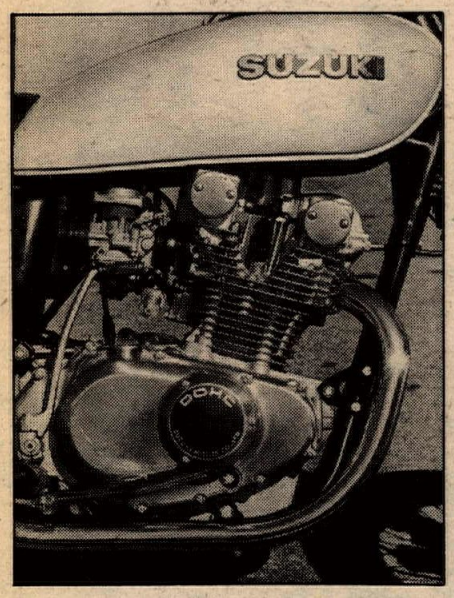
Road race special

NEWSPAPER

THE LATEST POOP BY PAPA WEALEY



Boy, do the slicky mags get careless! Somebody left this Suzuki GS 400 parked in the open, and CLICK! Pretty cute cousin to the GS750 we previewed earlier.



Sequoia Nat'l. Forest has released a proposed ORV plan that looks like our people have been doing their homework. Outstanding features are extensive open areas that include most of Greenhorn Pass south around Lake Isabella; and Designated Routes classification for Kennedy/Monache/Bakeoven area that includes extensively-plotted loop trails. Obtain a copy by writing Sequoia N.F., 900 West Grand, Porterville, CA 93257; as the Forest management has asked for user comments before finalizing the plan. Do it now.

Speaking of Kennedy Meadows, one user reports that some riders are creating problems for the rest of us by boogying on hiking trails, trying to go places that are unridable and getting stuck; and openly defying rangers who are, for the most part, on our side. It's true, the pack train operators would like to shut the whole area to bikers, but it's maverick bikers that are giving them ammunition.

Ascot once again ran their combined midget car/speedway bike show this Wednesday, again with mixed results for the bikers. Ironically, it turns out that most of the cars have motorcycle engines. Weird.

The Wagner Cup International Trial, when all the bills were totted up, actually netted nearly $3,000 profit to the host club, Pacific Northwest Trials Assoc. Not too shabby, for a strictly amateur sport.

Ron Pierce will no longer ride for Boston Cycles. After a season of disappointment riding Kevin Cameron-prepared Kawasakis, Pierce is once more on his own. "It will be hard," said Pierce of his future, "but I've always done best on my own machines."

Harry Klinzmann's father, Al, has rented Riverside Raceway for the Thursday before the AMA National. On September 30, anyone who wishes can practice at the track, for $30 for first bike, $10 each additional bike. An ambulance will be on hand. Get more information from Mr. Al's Restaurant, 1050 W. Katella, Anaheim, CA. 92803.

Ever wonder why Honda, upon re-entering European competition, would ignore the two-stroke dominated GP circuit and concentrate on the four-stroke dominated Coupe d'Endurance? Consider this scenario, circa 1978, when the EPA effectively outlaws all performance two strokes: After the three other Japanese firms have busted their collective buns (at the expense of dropping their racing programs) created de-fanged, de-clawed four stroke street bikes, Honda drops a 941cc DOHC "Coupe d'Endurance Replica" into a performance-starved market. Bowango!

For a preview of Honda's endurance road racer, see page 34.

Speedway racing reports will be beamed over the airways from San Bernardino radio station KOLA (99 on the FM dial). The show is appropriately called "Speedway Racing Special Report" and will air Tuesday evenings at 6:45 pm, right after the ABC News. It features the silver throat of Jim Griffith of Motor Sports Broadcasting and is sponsored by Inland Motorcycle Speedway of San Bernardino.

Rumor has it that Kawasaki's 1977 model KZ 900 won't be a 900 anymore. Instead, it will displace 1000cc in the engine room and will have a new rear disc brake to slow down all those ponies. Off roadies will have to wait for the legendary Lobster another year.

The Swiss 125 GP motocross was dominated by Gaston Rahier (2-1) as the diminutive Suzuki works rider now has 15 firsts in eight Grands Prix. First moto, it was Jiri Churavy (CZ), Rahier (Suz), Alberghetti, Zdenek Velky (CZ); second moto was Rahier, Alberghetti, Velky, Roger Harvey (Hus).

Overall, the top five in 125 Motocross world points standings are: 1. Gaston Rahier 195; 2. Jiri Churavy 160; 3. Marty Smith 130; 4. Zdenek Velky 128; and 5. Roger Harvey 82.

Late word from Europe doesn't give us his finish, but says that Walter Villa clinched his third straight 250cc World Championship at the Brno, Czechoslovakia road race GP. Villa, on Harley-Davidson, becomes the first man in history to perform this hat trick.

At the SCORE World Championship in Riverside, Rolf Tibblin got ahead of Malcolm Smith in the Class 9 buggy race to finish second while Malcom was third. Rolf didn't expect to do so good., but decided to "give it a try" anyway. Both bikers were upped by Roger Mears who won.

According to informed sources inside Yoshimure R&D of America, famed tuner Pops Yoshimura will not campaign his very fast Kawasaki Z-1s after the Riverside, California AMA National Superbike Production race in October. It seems that Pops has reached agreements with Suzuki to build Suzuki production racers. Yoshimura was seen leaving U.S. Suzuki headquarters in Santa Fe Springs, California with one of the new GS750s just last week.

Yoshimura, not wanting all his development on Kawasakis to go to waste, will run the Kaws in drag races.

An unconfirmed report has Yoshimura also dealing with Yamaha.

Can-Am will support Canada's Silver Vase Team at this year's ISDT. Team leader will be four-time gold medalist Jeff Smith hisself, aboard a 250 T'nT. Backing up Smith will be Director of Engineering Bob Fisher (Gold, 1973), Ron Mathews, former BSA-mate Jeff Burgess and Ontario dealer Eric Nielson.

HosPITal STOP: Dan Toomey (concussion) and Robin Hood (dislocated shoulder) were released shortly after their separate mishaps at Irwindale, August 12. But Brian Short, who suffered a compound leg fracture in that evening's bizarre crash, has been transferred to Washington Hospital, Mar Vista, Calif. in "stable" condition. Doctors informed Rex Reese that the leg is still "inoperable" for fear of serious infection. In any case, it's going to be a long and painful seige for "Thumper", so keep those cards and visits going.

Looks like AFM/North's scheduling quite a full two days of racing for their August 28-29 Golden Gate Challenge at Sears Point, running from 9:00 a.m. til whenever both days. Be early if you want to practice!

According to AFM points-keepers, Dan Spisak is likely to wrest their National Number One from two-time holder Rudy Galindo. Spisak, the current points-leader, races 125 and 500 GP.

W/ERA's National HQ announced recently the addition of two "tiddler" classes — 0-50cc and 51-100cc GP — to their program. Both would be restricted to single cylinder machines and allow riders from age eight and up.

"Cheese" McCarty (Suz), Bill Buchka (Yam), Eric Crippa (Hus) and Don Habermehl (H-D) will travel with their respective team riders to the Trophee and Motorcross des Nations. Harley's John Ingram will go as team manager, and AMA's Mike DiPrete will be our rep on the FIM jury. Full House Specialties will suit the team up in riding pants, other material support will come from AMA's MX des Nations T-shirt sale proceeds.

The Trophee, for 250cc machines, is September 5 at Wohlen, Switzerland; the Motocross for 500s is the following weekend at St. Anthonis, Holland. Next to the Belgian Easter Trophy, this pair of team meets brings the most of the world's motocross heavies into head-to-head competition. Is Gaston faster than Roger? Is Brad badder than Babarovsky? And where is Marty Smith? Stay tuned . . .

AMA envisions the 1977 Winter-AMA motocross series as a four-race swing through Florida in February.

Hey, you guys at PITStop — Zerk is spelled Z-E-R-K. PS: What's a mysophobiac?

NorCal trailriders lost a great friend in June this year, with the death of Jack Rote, victim of a massive coronary. Trail Bike Sportsmen Assoc., of which Jack was a key member, has requested the U.S. Forest Service to re-name the Rubicon Trail (a five mile stretch along the Rubicon River) as the "Jack Rote Memorial Trail."

It's not all bad news everywhere. In Oroville, California, the Butte County Planning Commission, by a 5-4 vote after 55 weeks of hassle, granted a use permit for an ORV park near Oroville's airport. The applicants, F & F Cycles and Gerald De Roco, hung in there, running the gauntlet of studies, reports and red tape, to clear the way for their proposed Airport Speedway.

The Invaders MC have dropped extra charges for post entry to their September 4-5 Grand Prix at Oak Hill Wheel World, near Adelanto, Calif. The club will include a Beginner class and a wet T-shirt contest somewhere in the two days' festivities.

The San Luis Obispo County Sheriff's Department has suggested the passing of a written permission ordinance in that county, as a response to park vandalism in a community park. The idea falls with a dull thud, among the county's law-abiding bikers.

Can-Am* rocks 'em at Rock Run National.

Enduro update. Riding a Can-am T'NT® 250, Skip Olson gunned home *first* in the 125-mile Rock Run National Enduro, Lehigh Valley—and took the Overall with 982 points. Can-am, the bikes the winners ride. The same basic bikes you can buy. Test ride the T'NT 125, 175 and 250.

Racing toward the future.

can-am*

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ON THE COVER: Gary Nixon and Irv Kanemoto get their heads together on Loudon grid. Photo by Tony Murphy.

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VOICES OF THE WEST

Attention

The August issue of your *AMA News* contains your nomination ballot for our Class A representative on the Board of Trustees of the American Motorcyclist Association. Stimulated by proposals from a special Task Force of which I served as chairman at the last AMA Congress, greater representation from the general membership is now a factor in guiding the activities of our Association — and thus it is more important than ever that our choices for representatives be carefully and thoughtfully submitted. Not always is election of a noted and popular racer the best judgement, but rather a person who can deal in knowledgeable fashion with the financial and legislative as well as administrative aspects of making the AMA a successful organization to serve our needs.

For the past several years, Ron Sloan has been a driving force in numerous aspects of Association activities, and as a businessman, off-road racer and former President of District 37, particularly attuned to land-use problems and their solutions. Sloan has indicated his need to rest from these time-consuming and expensive obligations as a Trustee and thus we must look for another dynamic leader to carry on where he leaves off.

The Board of Directors of District 37 addressed itself to this problem at our last meeting, and this week gave its unanimous support to a man we know to be capable, dependable and energetic. Jim Wells is active in racing, has served as Vice-President of the District in terms distinguished by strides forward in areas of insurance and land-use, and is currently serving a second term as Chairman of the Board of Directors. He is also heading the Legal Task Force which unites motorcyclists of several AMA Districts and other racing organizations. Wells is a successful contractor, and as a businessman can act with good judgement and authority in handling budgets and funds, and understanding the financial records which come under scrutiny of the AMA Board of Trustees. Imposing in both stature and his self-assured manner of making a point in debate, Jim will be prominent on the Board, and can make our needs well known to other Trustees. His untiring efforts in dealing with problems of land-use in the past can put his expertise right at the top, where it is needed.

On behalf of the District 37 Board of Directors, I ask your support in making Jim Wells our man on the Board of Trustees as Class A Representative from the Western Region. Please put his name on the nomination form, page 23 of your August *AMA News*, and mail it in *right now!*

LYNN WINELAND
AMA Congressman, District 37

Sidecar sidelights

A very good article on the World Sidecar closed course record by Mr. Heukerott. In the early 1960's I was involved in the records set by the late Florian Camathias at Monza, so it was with great interest that I read Jody Weisel's story. I would think, with everything working right, they should be able to go at least 155 mph with a 500cc Yamaha.

I would, however, like to make a correction. Mr. Heukerott stated he would like to see a U.S. National Sidecar Championship. There is one. Sidecars raced in conjunction with the AMA National and was won by Larry Coleman/Wendell Andrews, from Chico, California. I understand sidecars will also be racing at the up-coming AMA National at Riverside Raceway.

DON TOLLES
Van Nuys, Calif.

Here's what really happened

We would like to say thanks for the concern of speedway riders and fans — after we were hit by a "flying machine" at Irwindale, August 12.

Contrary to your reporter, we were both hospitalized for a week. It is hoped that the elusive promoter will spend as much effort on the future safety of spectators, as they have on avoiding the blame.

CHUCK AND JUDY BERRY
Placentia, Calif.

And thank you for your letter. We are very aware of the mis-conceptions that developed after your unfortunate accident and plan to keep a good eye on the out-come . . . Ed.

In memoriam

Patricia "Pat" Avels (1922-1976) was a familiar figure at DRA races for the past three and one-half years.

When Jamie raced, Pat was there helping to gas, clean goggles, give water, whatever needed to be done, not only for Jamie, but for all of us from 29 Palms, as well as anyone else who needed help. She was a certified Emergency Medical Tehcnician, more knowledgeable about first aid than most of the nurses and ambulance attendants, and she used that knowledge on many occasions when a rider was hurt. Pat was a loving, concerned woman who would put her own interests and well-being aside to help others at any time of day or night. Pat was laid to rest in the desert she loved so much, surrounded by those who love her, on Monday, August 9. Many thanks to those who remembered Pat.

CLAUDE ELLIOTT
29 Palms Desert Racing Team

Free of charge

If you have a "lost and found" department, I have a "found."

On July 30, I found a helmet and boots sitting in the middle of a sandwash in the Shadow Mountains area above El Mirage. They are in good condition and I'm sure the owner misses them.

I'm too cheap to send money to advertise, are you the same?

JOHN M. HARMON
La Crescenta, Calif.

After due consideration, it is obvious that you have rescued a sacrifice left to appease the great desert god "Puckerdust." Unless the owner of these items is missing as well, he can contact Mr. Harmon at 213/249-7520 . . . Ed.

In appreciation

To all of Ed Unini's racing buddies and all the friends he made during his short life in motorcycle racing, we extend our heartfelt thanks. Thanks to AFM South; AFM North; Sacramento Racing Assoc; National Motorcycle Patrol and anyone else we may have missed. You helped make our sorrow and grief a bit lighter.

MOM, POPS, & MARIE UNINI
San Francisco, Calif.

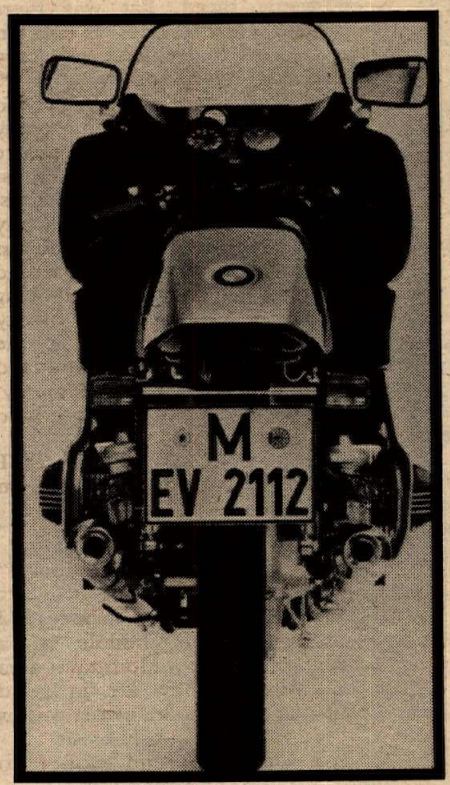
The views expressed in this column ana other columns appearing on the following pages are solely those of the authors and do not necessarily reflect the official position of Cycle News West or Cycle News, Inc. Qualified readers wishing free and equal rebuttal space should contact the Editor.

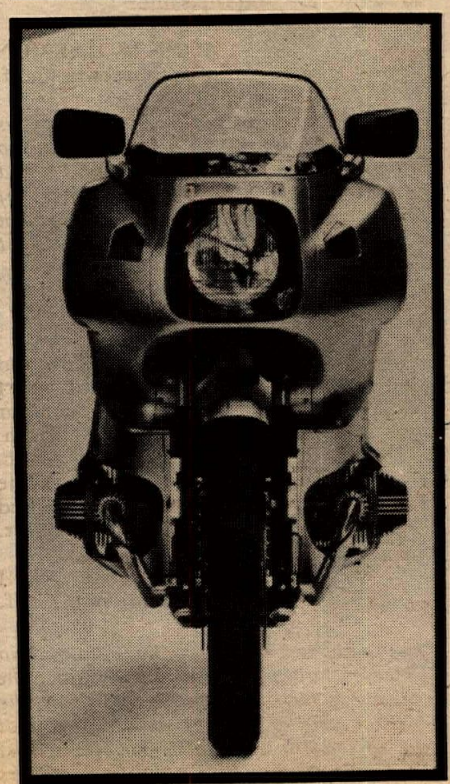
BMW's new 1000

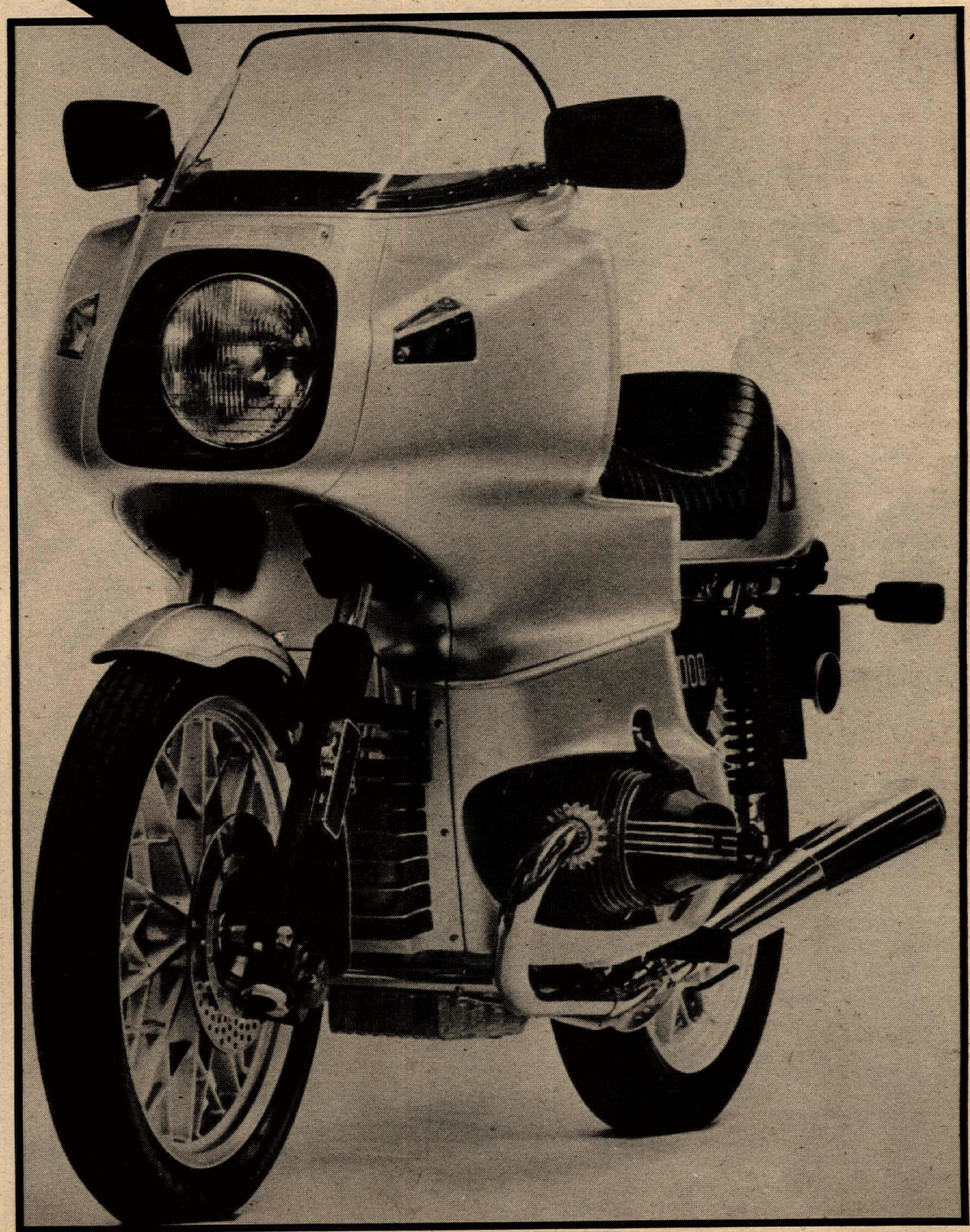
Exclusive preview!

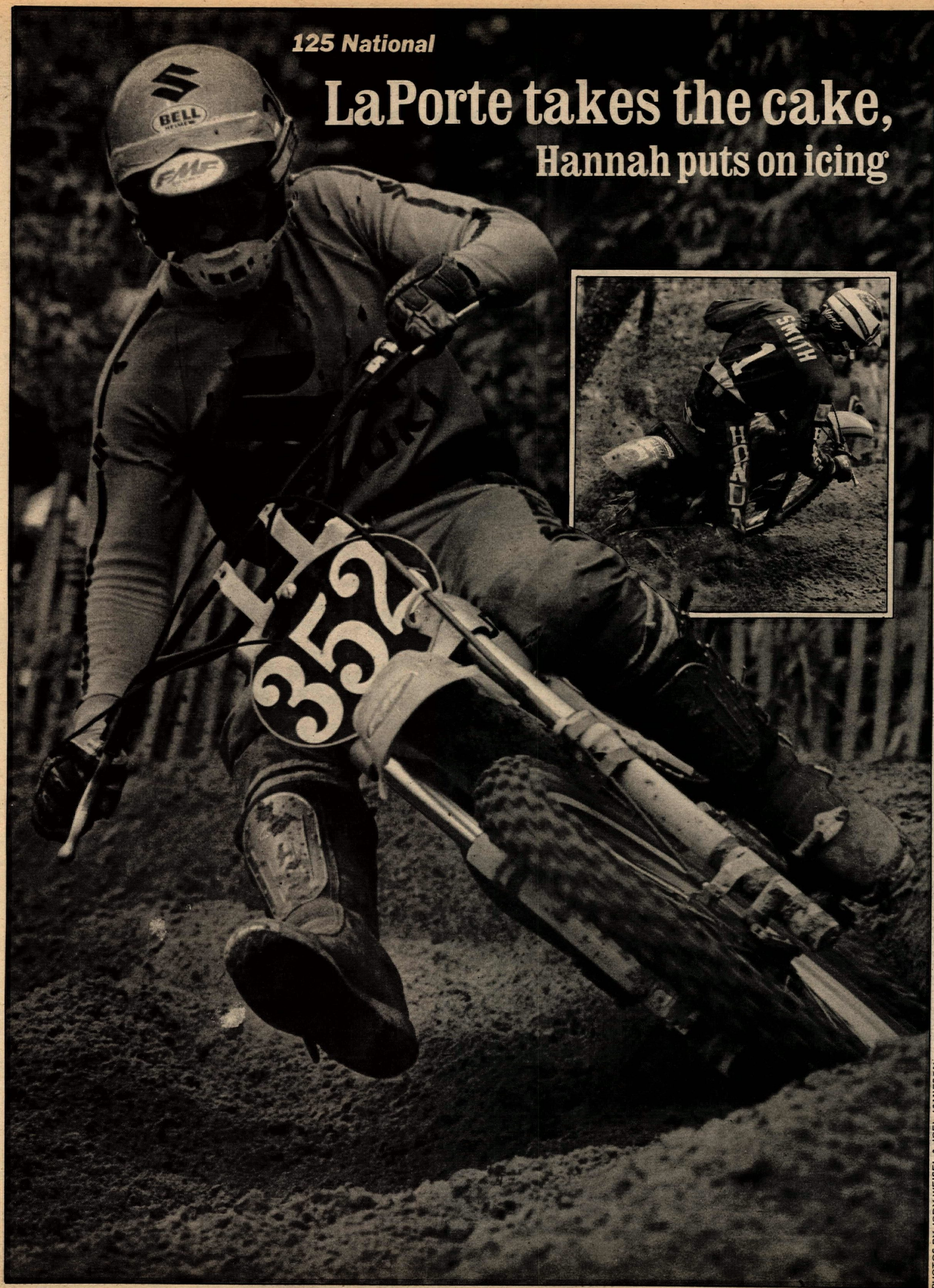
The mighty 100RS with full wind-tunnel fairing will cost a bunch more than current R90S prices, but it doesn't cost a cent to drool. It has front turn signals integrated into the fairing, special BMW-built alloy wheels, 40mm CV Bing carbs, trick alloy pushrods and beveled rocker covers (more clearance?). Torque peak is at 3500 rpm, torque curve is nearly flat. The 6.2 gallon tank will be standard on all 1977 BeeEms. The 1000cc titan will also be offered in touring trim and R90S-style.

Happy Oktoberfest, moto-monthies – from the sooper-scoopers at Cycle News!









125 National

LaPorte takes the cake,

Hannah puts on icing

PHOTOS BY JODY WEISEL & JOEL JAMIESON

(Above) Broc Glover demolished the National field in the first moto with a 20 second lead. (Insets) Winner La Porte, Glover and Marty Smith.

By Jody Weisel

HOUSTON, TX., AUG. 22

From all the smiling faces jostling and shaking hands in the wilting Texas heat it was hard to tell who won if you hadn't been paying close attention. In the Suzuki pits the mechanics were beaming for Team Suzuki rider Danny LaPorte who had won the first 125 National of his and Suzuki's career. Over at the DG pit area all the attention was focused on Broc Glover who had suddenly, in the span of three short weeks, become a National power on his California built DG racer. The broadest grins were reserved for Yamaha's Bob Hurricane Hannah, who for the next year at least will be known as 125 National Champion Bob Hannah. Hannah had come to Houston's Rio Bravo Motocross Park with a large lead over two-time Champion Marty Smith and Hannah's task was to stretch that lead into an uncatchable margin. Bob went 3-5 to do just that and vowed to "show the people what I can really do next week in New Orleans."

For Hannah it was a tactic race, but for Marty Smith it was the whole ball game. Honda had brought out the Type 2 Honda and said, "Damn the claims, full speed ahead!" Marty gave it his best, but two miserable back of the pack starts ended his mathematical chances early in the day.

In 250 Support class action the scoring became such a mess that protests are still flying through the air.

First moto — Broc who?

San Angelo, Texas' Mel Newman grabbed the holeshot into the slightly off camber first turn with Texas local Louis Presley, Radical Ron Turner, Broc Glover and Danny LaPorte in pursuit. Bob Hannah rolled off the line in 16th, while Marty Smith lay back in 25th place. Newman's home state advantage lasted two laps and was demolished by hard charging Broc Glover. The Texas moto-fans had never heard of Glover before, but as the moto progressed Broc Glover's name could have taken on Lone Star state folk herodom, except for an accident of birth; Glover is a Californian. As easily as Glover passed Newman he pulled away to a 23 second lead an maintained it to the end.

It was now a race to see who could eat the DG riders dust. Suzuki teamster Danny LaPorte dispatched Newman, who threw a chain, and Presley. With Kawasaki factory rider Mickey Kessler on his tail, the race for runner-up began. Kessler and the green machine pressured for the first half of the moto, but when Hannah and Steve Wise suddenly appeared on his rear knobby Kessler began to tire. Hannah passed Kessler in a sweeping hairpin bowl and Wise used his FMF horsepower advantage to motor the Kawasaki to death down the straights.

The race quickly spread out with Glover 23 seconds ahead of Hannah and Wise who were 20 seconds ahead of a tightly bunched pack of riders that included Marty Smith, Warren Reid, Ron Turner and Mickey Kessler. With two laps to go there were few changes expected until Ron Turner's front wheel spun crazily off his seventh place Suzuki spinning Turner from the top ten in the race to the top ten in the luck department. He was uninjured.

Moto two — One race with two winners!

Hannah knew that all he needed in the final moto was a seventh place or better. If he could finish in the top seven Smith would have no chance of catching him in the final National of the year in New Orleans. "I'm going to ride a safe, steady race and try not to get knocked off," said Bob before the start. Marty had no choice but to go for the win, but this was definitely not his day. Off the line Hannah was 13th and Smith was 19th. By the halfway point Hannah was lackadasically in fifth with Marty on his tail. On the back straight-away Hannah moved over and waved Marty on by.

"I didn't want to take a chance on getting involved in a race where one of us might get knocked down," said Bob, "So I waved him past." To Hannah's surprise Smith slowed down and angily gestured for Hannah to race.

"He pulled over to let me by," said Marty later, "I was going to pass him anyway, but it wasn't going to be that way. We came to race."

Smith went by a lap later to move into fourth place, while Yamaha mechanic Bill Buchka paced Hannah into a safe, secure fifth place and the National Championship. For Hannah it was too important to risk going all out. He apologized later for going so slow and promised that in New Orleans he would show everyone what he could do.

With the race for the National Championship being played out in a low key manner away from the front most of the attention focused on three other riders; Steve Wise, Danny LaPorte and Broc Glover.

Wise took the lead from the start followed by LaPorte and Glover. In the span of four laps Glover passed LaPorte, LaPorte re-passed Glover and slipped past Wise in a tight right hander. The Suzuki factory rider and two mini-factory riders cleared away from the pack and sprinted for 45 minutes. Glover was worried about burning up his energy and began to pace himself for the finish. LaPorte and Wise are in a neck and neck battle for third place in the National standings and they decided not to pace themselves at all.

Wise's FMF Honda was faster down the straights and LaPorte had a handling advantage in the rough stuff on his works Suzuki. For the full moto they each gave away their particular disadvantage and tried to capitalize on the other guys. With two laps to go the margin narrowed to a bike length, but Wise suddenly slowed. LaPorte picked up the breakneck pace up on the last lap to win his first National Championship event with a 2-1 score; Wise finished second on a flat rear tire, but had to settle for third overall behind Broc Glover's excellent 1-3 performance. The Hannah-Smith duo came across fourth and fifth.

Ups and downs, smiles and frowns

There were no claims made on any of the factory equipment. Jeff Jennings suffered torn ligaments in his foot that may keep him out of New Orleans. Hannah quickly asserted that he will ride the 125 class in New Orleans, because he does not want to interfere with the battle for the 500 National Championship. In doing so he is giving up any chance of winning the triple crown (125, 250, and 500 Nationals.) Billy Grossi has decided not to race again until Trans-AMA. Two out of the top three riders (Glover and Wise) were privateers on machines anyone can buy.

Results

125 NATIONAL: 1. Danny LaPorte (Suz) 2-1. 2. Broc Glover (DG) 1-3. 3. Steve Wise (Hon) 4-2. 4. Bob Hannah (Yam) 3-5. 5. Marty Smith (Hon) 5-4. 6. Mickey Kessler (Kaw) 7-6. 7. Warren Reid (Hon) 6-7. 8. Arlo Englund (Hus) 10-8. 9. Glen Urquhart (Yam) 11-10. 10. Barry Duncan (Hon) 13-9. 11. Dave Glenn (Hon) 16-13. 12. Danny Weir (Hon) 17-14. 13. Gene McCay (Yam). 18-16. 14. Mike Jones (Hon) 8-16. 15. Dave Boles (Hon) 10-15. 16. Mel Newman (Suz) 14-21. 17. David Daniel (Hon) 21-17. 18. Bill Joyce (Hon) 12-27. 19. Jimmy Martin (Hon) 15-25. 20. Bo Koch (Hon) 19-23.

UNOFFICIAL 250 SUPPORT: 1. Kurt Janish (Suz) 2-5. 2. Greg Theiss (Suz) 1-7. 3. Keith Duffy (Pen) 9-1. 4. Roger Brown (C-A) 5-6. 5. James Tidwell (Hus). 3-10.

Peoria TT

Upper for Eklun

By Gary Van Voorhis

PEORIA, ILL., AUG. 22

Rookie of the West Steve Eklund, aboard the Zanotti/Nye Yamaha, scored his second National victory in just over a week. The win

moved Steve into fourth place in the point standings as the AMA Grand National Championship/ Camel Pro Series TTed its way through Peoria.

Charging to close the gap in the final few laps was second place finisher Gary Scott (Tri) with Castle Rock TT winner Chuck Joyner (Tri) third.

Fourth or "Heartbreak City" as it should have been known today went to Jay Springsteen who led going away for 20 laps before fate, in the form of a shut off gas petcock, stepped in. It was then that Jay's bike developed an unmistakable sputter. On the next lap Jay shrugged "damned if I know what's wrong" and plugged on as first Eklund and then Scott and Joyner slipped by before the checkers fluttered. Tuner Bill Werner took the break philosophically, "What a bumer. Jay apparently tapped one gas petcock shut with his knee coming off the jump and the carb was bone dry when he pulled into the pits. It could have been worse though; like a crash."

Yamaha International rider Kenny Roberts finished sixth behind Mike Caves and his "Me and my Mom and a lot of friends" sponsored Harley and turned the points lead (195 to 189) back to Gary Scott.

On an unhappy note Corky Keener, who earlier in the day had expressed unbounded enthusiasm about the upcoming Indy miles while wishing he were anywhere but at a TT, sustained a broken left ankle that will effectively end his racing this season.

Time Trials & Heats

A handful of extra bucks was up for grabs by the rider who could break Kenny Roberts' one-lap track record of 28.37. Many tried, but none succeeded. Chuck Joyner, the first to time, was also the fastest, clocking 28.836 on the tricky Peoria course followed by Roberts, Eklund, Sonny Burres and Randy Skiver. Rick Hocking TTed his way to eighth fastest. Ted Boody crashed hard and re-injured his already painful left knee when the throttle stuck open entering the turn, leaving Bart Markel and the Vista Sheen crew a lot of work before the heats were called.

The 49 rider field had depleted itself to 44 by race time. Mechanical problems claimed most of the riders although Chuck Palmgren earned his sideline seat the hard way by crashing into another rider as he landed off the jump.

The first heat was in restart status as a medical evaculation helicopter left the track with Corky Keener. Chuck Joyner led the pack through the sweeping first turn, over the jump, through the quick right-left switchback and then blasting out of the wide turn four down the front straight with Randy Skiver, Steve Droste and Jay Springsteen following. Springer moved to third on the next go around and into second one lap later, setting his sights on Joyner. Chuck was having none of that and neither was Skiver as he regained second a half lap later, engaging Springer in a duel that lasted until the closing laps. Springer took over second for good while Joyner cast furtive glances over his shoulder all the way to the flag.

Rich Wascher and Mike Caves made Kenny Roberts work for his win in the second heat. Wascher led off the line, Kenny got by three laps later only to bobble and do a couple of magic trick saves before regaining the front. Meanwhile, "Moving Mike" Caves charged through the pack to breathe on the duo, bumping Wascher out of second.

Gary Scott and Steve Eklund blasted down the front straight side by side at the end of the first lap in heat three. Eklund took the lead as the pair took high and low lines through turn one and kept up their frantic fight for the lead for another handful of laps before Eklund pulled out some breathing room.

Last year's Peoria winner, Sonny Buress and Rick Hocking ("I've got to transfer from the heat and save the engine for the National.") made flag to flag work of heat four while a real battle developed for third involving Randy Scott, Alex Jorgenson and Mark Smith. Scott finally took the nod after an almost ten lap hassle.

Semis

Steve Droste (His tuner Tex Peel says, "I'll make a respectable TT rider out of him yet.") worked his good start into the lead and five laps of holding off Paul Bostrom. Bostrom displaced Randy Cleek from second on lap two and then tried every line in the book to get around Droste finally doing it on a deep dive into turn one. The pair ran to the checkers for their transfer spots.

Semi two, once restarted, proved to be one of the most exciting races of the day as Ted Boody and Rex Beauchamp went at it with vigor, with Alex Jorgenson lurking close behind. The race boiled down to the last corner of the last lap when Boody went underneath Beauchamp and then high to lose the lead in a rooster tail of dirt and almost get nipped at the flag by Jorgy.

Trophy Race

Alex "Jorgy" Jorgenson made quick work of the Trophy Race leading light to flag on his self-sponsored BSA. Jorgy hotdogged it a couple of times in turn four bringing cheers from the crowds, but doing nothing too rash to cost him the win. Guy McClure, Terry Sage, Gene Romero and Randy Cleek battled throughout the race with Buddy Powell coming up to challenge before mechanicals sent him to the pits. Romero slowly worked his way through the pack to take second from McClure on the jump and follow Jorgy home.

National

Sonny Burres had been pumped about this National for a week. "In my mind I already have it won (for the second time). There's nobody who can ride the last ten laps here as fast as I can and that is where the race is going to be won. Only time will tell if I'm right."

d; downer for Springer & Keener

"The bike is running really strong," said Jay Springsteen. "Hey, look at this. I busted off a shock at the eye in the heat race and thought I was getting a flat tire (motioning with the shock). The other side just about busted also. That problem made me glad that I've spent the last week working out to strengthen my shoulders, arms, wrists and hands . . . I feel good, real good."

Gary Scott, quiet and pensive while tuners Carl Patrick and Sal Acosta worked on his bike, was doing his pre-race mental warmup.

Chuck Joyner, whom Burres called his biggest threat for the victory, sat comfortably in the shade awaiting the start. "I look forward to coming to Peoria every year because I like to race and Peoria is a track designed for racing. Let's talk about winning after the race."

"It's suprising," said Steve Eklund's tuner Frank Nye, "but it appears that no one else has gone to a 21 inch front wheel; that's especially surprising since handling is at a premium here. We've also gone to motocross shocks and the combo worked good in the heat race."

Track preparation of the jump took up a few sweating minutes as the 6-6-4 grid sat on the line with Joyner, Eklund, Roberts, Burres, Springsteen and Gary Scott on the front row. Caves, Hocking, Skiver, Hank Scott, Wascher, and Randy Scott sat on row two with Beauchamp, Bostrom, Boody and Steve Droste filling out the field.

A first turn crash at the start left Rick Hocking hobbling and Mike Caves' crew working to change a flat rear tire. Sonny Burres took a slow lap to check the track.

Springer blasted away on the green light as the field again fanned out with Hank Scott going down in a cloud of dust outside turn one and remounting quickly half a lap down. ("I almost pulled into the pits because my back hurt so bad, but I kept on going.") Eklund immediately settled into second with Gary, Joyner, Burres, Caves and Roberts falling in behind. Springer kept up the pace while the pack shuffled behind with Gary taking Eklund for second as Burres bumped Joyner for fourth. Wascher, Skiver, Bostrom and Hocking battled a short distance behind.

Skiver struck machine trouble about eight laps into the event, and ignition problems sidelined Randy Scott soon after. Burres' charge was halted by a suspected blown transmission.

Eklund regained second as he and Springer pulled away while Gary fought to hold off Joyner, losing the spot and then winning it back a lap later. ("I collided with someone on the first lap and it bent my brake lever so that I couldn't reach it," Joyner said later. "Then, just when I finally got it bent back and working, I snapped off the foot brake lever just after passing Scott.")

Scott, for his part, was grateful for even a little lessening of the pressure. He got it and his second wind at the same time. Springer was slowly losing some ground to Eklund, but then as if by some sixth sense picked the pace back up . . . until he inadvertently shut the gas off.

Battles within battles for all positions past fourth were going on, but all attention in the last laps was centered on Springer, Eklund, Scott and Joyner. The smiles of tuner Bill Werner turned to somber silence as Springer sputtered past and Eklund quickly closed the gap. Eklund passed, Scott passed, Joyner passed, the checkers fluttered on Jay in fourth and he pulled into the pits.

Later, in the shade of the tower, Steve Eklund, while vigorously fanning himself with his Camel hat to get a breeze going said, "Jay was riding such a strong race that I don't believe I could have caught him. Man, he was really flying . . . I owe everything to my sponsor Mario Zanotti and to the long hours that my tuner Frank Nye has put in on my bikes. We worked almost two weeks (between races) getting ready for here and it paid off much, much better than expected." And with that said, Steve set off in search of something cold to drink. ●

Results

25 LAP NATIONAL; 1. Steve Eklund (Yam). 2. Gary Scott (Tri). 3. Chuck Joyner (Tri). 4. Jay Springsteen (H-D). 5. Mike Caves (H-D). 6. Kenny Roberts (Yam). 7. Paul Bostrom (H-D). 8. Rick Hocking (Yam). 9. Rex Beauchamp (H-D). 10. Rich Wascher (Tri). 11. Ted Boody (H-D). 12. Steve Droste (H-D). 13. Hank Scott (Yam). 14. Sonny Burres (Tri). 15. Randy Scott (Tri). 16. Randy Skiver (Tri).
Time: 12.28.06 (record).

12 LAP TROPHY RACE: 1. Alex Jorgenson (BSA). 2. Gene Romero (H-D). 3. Guy McClure (H-D). 4. Terry Sage (Tri). 5. Randy Cleek (Yam). 6. Brad Hurst (Tri). 7. Mert Lawwill (H-D). 8. Mark Smith (Yam). 9. Buddy Powell (Yam). 10. Walter Mundt (Tri).
Time: 6.08:82 (record).

UNOFFICAL AMA GRAND NATIONAL CHAMPIONSHIP/CAMEL PRO SERIES POINT STANDINGS: 1. Gary Scott (195). 2. Kenny Roberts (189). 3. Jay Springsteen (174). 4. Steve Eklund (115). 5. Randy Cleek (108). 6. Ted Boody (92). 7. Rick Hocking (85). 8. Hank Scott (84). 9. Corky Keener (76). 10 Gene Romero (68)

(Opp. page) Steve Eklund didn't think he could do it, but he did. (Above) Jay Springsteen had a humongous lead until his knee closed a gastap; then (below) Eklund, Gary Scott, and Chuck Joyner came freight-training by to fill out the top three.

500 National

Semics squeezes Howerton

PHOTOS BY CHARLES MOREY

(Left) Gary Semics wins two in a row with Howerton (3) and DiStefano (6) second and third. (Above) Semics takes the holeshot.

By Charles Morey

ST. PETERSBURG, FLA., AUG. 22

Displaying the tactics, stamina and mental awareness of an Olympic long distance runner, Team Kawasaki's Gary Semics rode to a

commanding 1-1 victory at Sunshine Motocross Speedway's AMA 500cc National MX. Heat, the choppy Florida track and heavy competition from the best motocross riders in the U.S. presented a formidable barrier for the second place rider in the 500cc standings, but when it was over Gary had charged his Rick Jones tuned factory Kaw to within six points of series leader Team Husqvarna's Kent Howerton.

"I've even been dreaming about it," Howerton had confided earlier in response to the question of how Semics' late season attack has put the pressure on. An early leader with important wins in the opening events, Kent had first established a substantial points lead, then watched it be whittled away as Gary "dialed in" while Kent was plagued by such points robbers as a thrown chain and a broken throttle cable adjuster.

The whole season all comes down to next Sunday's final event near New Orleans. Twenty-five points are awarded for a moto win, so the six point spread offers neither rider any margin for error or bad luck.

As Kawasaki Team Manager Tim Smith said to Gary with that mischievous smile of his that doesn't let you know whether or not he's really serious, "All you have to do is win two more motos." They're the biggest two of the year, perhaps the biggest two of either Semics' or Howerton's careers. It all comes down to a sultry afternoon in Louisiana where if Gary wins both and Kent scores a 2-2, the points will be tied but Gary can take the number one plate by virtue of more moto wins. If Gary finishes 2-2 and Kent 3-3, or any other combination where Semics tops Howerton by only a single position, Kent will keep his lead. And if either makes a single mistake or if a single part of either machine calls it quits, it's all over.

Moto one

The duel for Number One started at the gate as the 45 500cc class riders chose their places. Gary and Kent both opted for middle of the line slots, positioning themselves on opposite sides of the gate release lever. The lever twitched, both dumped the clutches, and they hit turn one side by side.

The lime green Kawasaki had the edge by less than a split second as the series leaders showed the 43 others how a holeshot works. Tight on Howerton's tail was Husky's Charlie Sun and Bad Brad Lackey, Honda's Rich Eierstedt and Tommy Croft, and Yamaha's Rick Burgett as the pack completed the first lap in the 45 minute race.

Lackey wasted no time in attaching himself to Sun's rear wheel, pushing hard trying to get by. Eierstedt dropped back just out of the top ten, apparently due to a not-too-serious get-off.

Near the ten minute mark, Semics held a short but relatively low pressure lead on Howerton. Lackey had worked his way past Sun, and Ricky Burgett was pushing up toward the frontrunners from his seventh place start leading a tightly-knit foursome that included Tommy Croft, Steve Stackable and Jimmy Weinert. A few seconds back, Rich Eierstedt was recovering with Pierre Karsmakers right behind him.

Burgett had just overtaken Charlie Sun for fourth place when, as he was braking and leaning the Yamaha over for a tight right hand turn, his foot (still on the brake pedal) got trapped under the bike. Unable to use the foot for an outrigger when the tires slipped out, he fell then restarted several positions back.

Brad Lackey reeled in Husky teammate Kent Howerton and passed to take control of second place near the 12 minute point, then closed the margin on Semics and began trying to wear Gary down still only 15 minutes into the moto.

As Lackey pressured, backed off, then pressured harder during the next ten minutes, Howerton followed still within striking distance. Behind Kent, Tommy Croft paced himself in third. Steve Stackable was trying to quell Pierre Karsmakers' rush for the front, and did so briefly, but Pierre was wired and wanting to win. He got past and continued to climb steadily upward.

Jimmy Weinert dropped out near the 25 minute mark when the factory Kawasaki shed its pipe.

As the clock approached the half hour point, Semics held a four second lead over Lackey. Howerton was nine seconds behind Brad, and Pierre had hustled up into fourth place approximately 15 seconds back.

Two laps later, as Gary Semics slowed to avoid the crowd that had gathered around Wayne Boyers' frightening crash, Lackey picked up ground and then got past into the lead. Boyer, knocked out in the fall and taken in for X-rays, was not seriously injured according to late afternoon reports from Equipo Bultaco.

Tony DiStefano was making a long hard drive upward from last place crash/start, riding in the top end after a half hour of fighting traffic.

Just short of the two lap signal Gary Semics stepped up his pace and repassed Lackey on a wide sweeper to again assume command of the lead. In the laps that followed, Brad seemed to slow, apparently tired, until Kent caught up with his Husky teammate. Then Brad waved him by into second.

All the while Pierre was closing, but as he approached, Lackey found more energy and was able to hold third place at the finish line. Semics soared across still firmly in front as a tightening trio of Howerton, Lackey and Karsmakers followed in second through fourth.

"One more lap," Pierre said afterwards "and I'd have had second place. They (Kent and Brad) were both tired."

"I was gettin' tired," Kent admitted, "this track is my worst one — I just can't hit those sand whoops right — and the heat!"

In the final laps, riding with a shock accumulator missing, Tony D. dialed in Steve Stackable and Tommy Croft to wrap up his recovery ride with a fifth place. Following the D. were Croft, Stack and Eierstedt.

Moto two

The top two — Howerton and Semics — lined up side by side again, but this time Kent didn't get off as quickly letting Gary pull his second holeshot of the day with Californian Gary Ogden, Tony D., KTM's Pat Richter and Tommy Croft in pursuit. Kent started sixth, right behind Croft.

At the end of the first lap, the top three (Semics, Ogden and DiStefano) were tightly bunched. Richter followed with Croft and Howerton a couple bike lengths back. Lackey was right on Kent's tail and moving fast.

By the time lap two was completed, DiStefano had gotten around Ogden and, was breathing down Semics' neck. Lackey had blasted up into fourth with Croft, Howerton and Karsmakers close behind. Bad Brad was flying, and on the next time around he zapped Ogden for third.

On the sixth lap, approximately 12 minutes into the moto, Tony D. overtook Gary Semics to lead the race. It looked like it might stick — the D. was moving fast and was obviously looking for a moto win. Gary settled back to pace himself, five seconds behind the leader and cruised steadily.

Meanwhile, Jimmy Weinert wasn't doing any cruising. The Jammer, riding in sixth as DiStefano took the lead, gassed it up on the next lap passing Howerton, then Croft to move into fourth. Still pushing hard, Weinert caught up with Lackey near the 20 minute mark and both he and Kent Howerton worked past Brad a half lap later. Lackey appeared to be very tired and hurting from the relentless Florida sun and humidity.

"I set as fast a pace as I could, near the beginning, paced myself, then charged near the end." Gary Semics said when it was over.

That "charge near the end" part saw Gary step up his pace three laps from the checkered flag, pass Tony D., and pull away as the D. tired and fighting with a non-functioning rear shock, settled for a second place. Kent Howerton scored third in the second round for a 2-3 second for the afternoon. DiStefano's 5-2 was good enough for third, while Croft's 6-4 edged Karsmakers' 4-6 for fourth.

250cc Support

Florida riders dominated the small (16 rider) 250cc Support action. It appeared after the first round that Harold Buckingham, riding a Barney's Yamaha, would take an easy overall win, but a thrown chain in round two quickly ended the impressive charge.

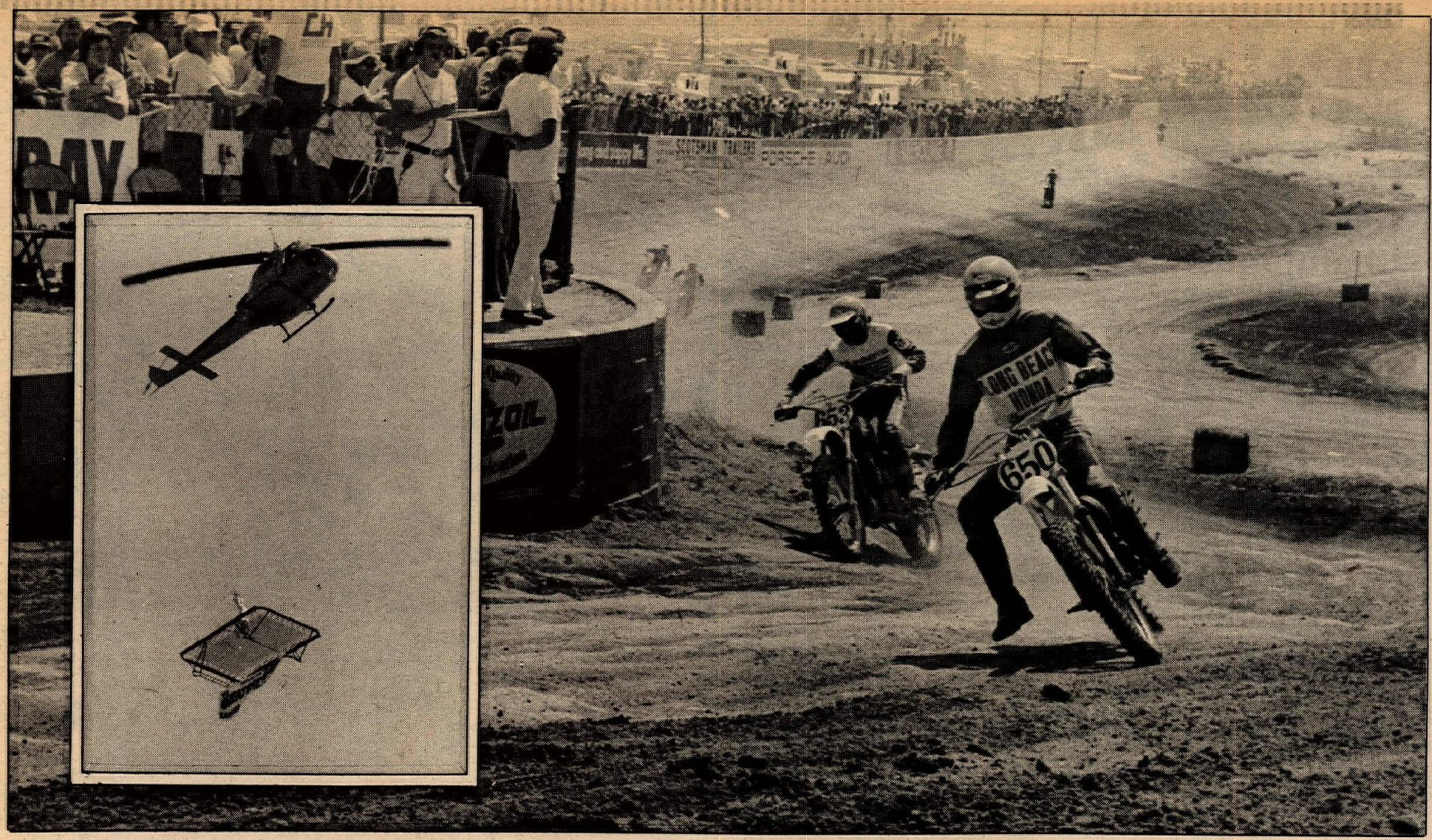
In the end, it was Karl Taylor who got the champagne and kiss from Miss Pizza Hut Suzie Ellis. Taylor had made a come-from-behind first moto charge following a first turn crash to score third, then backed it up with a round two win. Second overall on another Yamaha was Naples resident Joey Gratton as Melbourne's Kevin Smith scored third overall with a 4-3, just behind Joey's 5-2. ●

Results

500cc NATIONAL: 1. Gary Semics 1-1 (Kaw). 2. Kent Howerton 2-3 (Hus). 3. Tony DiStefano 5-2 (Suz). 4. Tommy Croft 6-4 (Hon). 5. Pierre Karsmakers 4-6 (Hon). 6. Steve Stackable 7-5 (Suz). 7. Pat Richter 9-7 (KTM). 8. Charles Sun 12-9 (Hus). 9. Rick Burgett 10-12 (Yam). 10. Gary Ogden 13-11 (Suz). 11. John Ayers 17-10 (Mai). 12. Rich Eierstedt 8-19 (Hon). 13. Chuck Lampe 16-13 (Mai). 14. Tony Summey 14-16 (Mai). 15. Monte McCoy 11-23 (Suz). 16. Carl Zortman 23-14 (Yam). 17. Joe Gretchen 22-28 (Suz). 18. Dickey Nowell 21-22 (Pen). 19. Gaylon Mosier 15-28 (Mai). 20. Joe Ferrini 24-20 (Yam).

250cc SUPPORT: 1. Karl Taylor 3-1 (Yam). 2. Joey Gratton 5-2 (Yam). 3. Kevin Smith 4-3 (Hus). 4. Dan Farley 2-7 (Hus). 5. Thomas Crumby 7-5 (Suz). 6. Phillip John 10-4 (Oss). 7. Bruce Dengler 8-6 (Suz). 8. Willie Phee 9-8 (Hus). 9. Barry Higgins 6-11 (Mai). 10. Harold Buckingham 1-16 (Yam).

UNOFFICIAL AMA 500cc NATIONAL MX POINT STANDINGS: 1. Kent Howerton (243). 2. Gary Semics (237). 3. Steve Stackable (196). 4. Pierre Karmskaers (181). 5. Tony DiStefano (143). 6. Rick Eierstedt (135). 6. Rick Burgett (135). 8. Tommy Croft (133). 9. Ayers (101). 10. Bob Hannah (94).



Despite a bad knee, Mitch was amazing as usual; he led everybody from wire to wire with time to spare. Inset: Stuntman tries to jump to heaven.

Mayes exceptional in SCORE Championship

By Rex Reese

RIVERSIDE, CAL., AUG. 21-22

"The track was perfect!" Mitch Mayes would say in 40 minutes, commenting on his victory. "The course was the same as last year, except for the quarter mile they added." Mayes, on a Husky sponsored by Long Beach Honda, won his second SCORE motorcycle championship in a repeat performance that saw him lead the troops from wire to wire. Mitch was fast, smooth and in control of the situation that saw him finish 16 seconds ahead of another Husky rider, Jack Johnson, and long-time desert foe Terry Clark who placed third overall on his factory backed Kawasaki. Despite the ease in which Mayes had won, it wasn't without any problems; problems which almost prevented him from starting, and problems after the race which almost deprived him of victory.

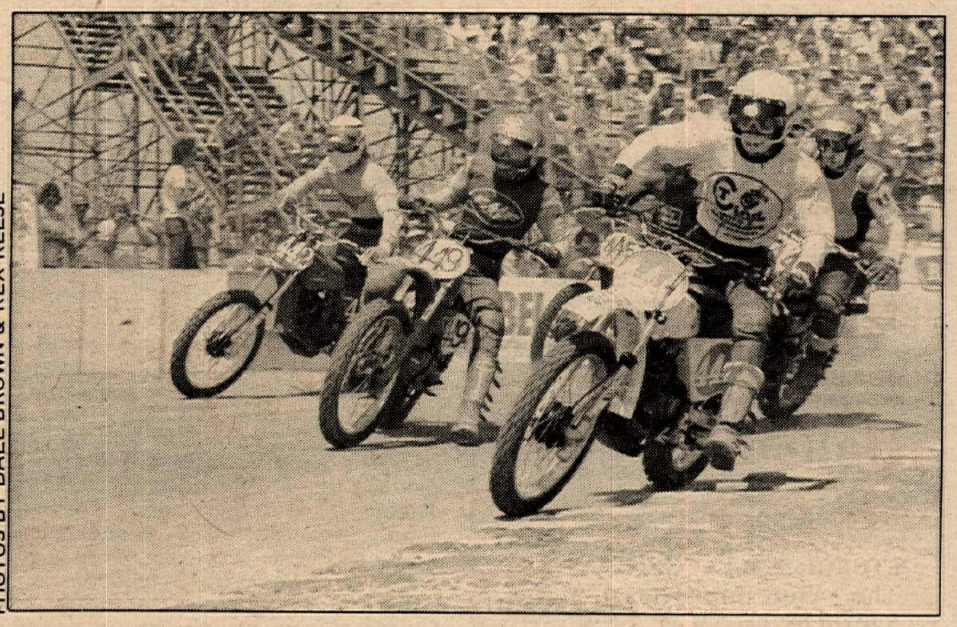
During the Saturday morning qualifier heat, Mitch tweaked his left leg, and the injury was substantial enough to cause a lot of concern for the rest of the day. The knee had become swollen and almost too sore to walk on. In that same qualifier, Mitch's friend, and heavy pre-race favorite, Larry Roeseler crashed after hitting a pot hole in the track, putting the only official Husky backed rider out with an injured leg and broken thumb which took three pins to reassemble. Mitch was behind Larry, and if it hadn't been for a last minute change in the trajectory of the fallen rider, Mitch's knee would have been the least of his problems. Mitch went on to ride the afternoon qualifier with an "Ace" bandage on the knee in hopes that things would stay together. They did and Mayes rocketed himself to the fastest overall motorcycle times in both heats; with a 3:28 fastest lap in the first and then a faster 3:25 in the second.

Sunday morning came and the knee was worse as it had filled with fluid. After being turned down by a local hospital to have it drained, Mitch returned to the track, packed it in ice and hoped for the best.

At two o'clock in the afternoon, the Open class led the combined displacement field, getting off to a good tight dash down the pavement that almost left Mayes holding the bag. But Mitch quickly caught up with the pack which was led by Jack Johnson and Terry Clark, until, as Mitch described it, "Terry missed a shift coming off the pavement. He went wide and I went low; and that's the last I ever saw of him." Shortly thereafter, Mayes also passed Johnson and that was the last that anybody ever saw of him, too.

Johnson followed Mayes closely in the early laps but later fell back a few seconds and finally 16 seconds behind the leader. The only threat that Jack posed in gaining on Mitch was when Mitch accidentally kicked out his leg and ouched his knee, causing him to slow down a bit. But he held on and kept cruising, hoping that nobody else would gain on him. Nobody did.

Clark remained in third, never gaining or losing, but his exhaust pipe was falling apart which made the life expectancy of his bike questionable. Behind Terry was a much tighter race in the 250 class as Mike Bell and Gary Jones diced it out against each other, only to have both riders passed up by last year's 125 champ Bobby Jones who zapped them on his Honda screamer. Of all the riders, Bobby never backed off from his pace on the first lap, while the *other* Jones had his own miracle going from a dead last start and pulling into the sixth overall positon – *sometimes* fifth. Gary's problem this time was a too rich engine that didn't clean out; and so he would finish second 250 behind Bell.



PHOTOS BY DALE BROWN & REX REESE

Bobby Jones (440) ran away from the rest of the 125s; finished an amazing 4th O.A.

Mitch finished first, more than 16 seconds over Johnson, though he rode better than 10 miles slower than last year's speeds, at an official average of 43.271 mph in 34 minutes and 39 seconds. If it stood, it would be the fastest time of the day, and yet another biker victory at another SCORE race.

"I knew the course better than Terry," said Mitch as he rested in the press trailer. "I know more MX than Johnson . . . You had to pick good lines. Jack picked a couple of bad lines and I passed him."

The victory was slightly shadowed when it was announced that a refueling stop that many riders had made was illegal and could result in a mass disqualification. SCORE prez Sal Fish straightened out the facts which made Mitch and the rest breathe easier. Mitch was the official winner.

Mike Bell nad said the day before that MX riders would've been able to race the 35 minute championship race easier than the rest because they could get into it right away. "But there are exceptions like Mitch . . . " Mitch Mayes certainly was *the* exception. ●

Results

SCORE WORLD CHAMPIONSHIP, CLASS 22 251cc AND UP: 1. Mitch Mayes (Hus). 2. Jack Johnson (Hus). 3. Terry Clark (Kaw).
AV. SPEED OF WINNER: 43.271 mph (fastest of the day).
ELASPED TIME OF RACE: 34.39.889 minutes.

CLASS 21 250cc OR LESS: 1. Mike Bell (hus). 2. Gary Jones (Jon/Islo). 3. Bob Rutten (Hus).
AV. SPEED OF WINNER: 41.5 mph
ELAPSED TIME OF RACE: 36.08.673 minutes.

CLASS 20 125cc OR LESS: 1. Bobby Jones (Hon). 2. Dave Carlson (Hon). 3. Michael Stearns (Hus).
AV. SPEED OF WINNER: 41.819 mph.
ELAPSED TIME OF RACE: 35.52.120 minutes.

36th Annual Black Hills Classic

Pacific Coast Regional Championship

By Joe Gonzales

STURGIS, S.D., AUG. 15

Sitting deep in the heart of the Black Hills of South Dakota, is an oddity that most people have never considered. This is the only Pacific Coast Regional Championship not held on the west coast.

One of the youngest racers ever to compete in the Regional Championships won the Novice class . . . Randy Mamola (Yam) ran away from the rest of the field as Eddy Lawson (Bul) came in second. It was a very close battle for second as Lawson just barely beat out points-leader Danny Hogue (Yam)

With the tension now building, the Juniors swung on to the track for their Main. When the flag dropped Don Goss, Ted Davidson and Scott Pearson jumped to an early lead way in front of the rest of the pack.

During most of the race it was Davidson leading the front runners with Goss and Pearson hot on his heels, just waiting for a small mistake or opening. When it happened it was the fourth turn of the last lap, when Don Goss squeezed on the inside and took the win.

It was time for the Expert Main, and the two favorites of previous races, Mike Collins, Chubby Armour and Vern Johnson decided that they were going to put on a show that the fans would not soon forget. When the flag dropped all three shot into the first turn with evidence of pulling away from the rest of the pack. Throughout the race these three speed merchants rode their Harley-Davidson XR 750s as if there were no other racers on the track.

Through the straights Collins seemed to be pulling out in the lead but when all three hit the turns they were almost side by side. After 12 laps of fierce battle it was Collins taking the checkered flag as Armour settled for second with John a close third. •

Walter Mundt (8q), Mike Caves (28) and Randy Scott staged a flying Expert wedge (left), as 20,000 stuffed the stands.

Half-Mile

By Joe Gonzales

STURGIS, S.D., AUG. 14

The Professional Half-Mile on Saturday was part of the Black Hills Classic Motorcycle Week. The Novices, Juniors and Experts were all ready to give their best performance for the $2,000 purse.

As thousands of enthusiastic motorcycle riders lined the dry and dusty track, Walter Mundt (Tri) of Dallas, Oregon, beat out the rest of the field of Experts in an easy victory over Sonny Burres (Tri). High in the corners was not the place to make time, as the fastest place on the track was down in the groove, and Walter learned this very early in the event.

In the Novice final it was a hard pitched battle between Eddie Lawson of Ontario, California (Bul) and Peter Hook of Burnsville, Minnesota (Yam) with Lawson taking the win out of the fourth corner.

A spectacular race was the Junior Main, what with two re-starts and a burning motorcycle as only part of the excitement. When the race was finally started Don Goss of Hartland, Michigan (H-D) opened up the gap and left plenty of space between himself and the rest of the field. It was a hard fought battle between Scott Pearson (Yam) and Rory Simmons from Shawnee, Oklahoma (H-D) for second, with Pearson taking it. •

Amateur Hillclimb

By Joe Gonzales

STURGIS, S.D., AUG. 13

After a few days of rain and hail the course was set for one of the highest attended hillclimbs, ever. The reason for the attendance being so large was due to the fact that over 20,000 bikers were on hand for the 36th annual Black Hills Classic.

There were eight classes for participants ranging from the smallest, 0-100cc up to the super, 800cc fuel-burning super bikes.

Little Mike Miller took the 100cc class with his Yamaha hillclimber, which was totally stock.

After that came the 125cc class which was a battle between Dale Craft from Rapid City, South Dakota and Ben Eckhardt, from Greeley, Colorado. Eckhardt took it on his Suzuki by reaching the highest mark of a little over 100 feet.

As the larger bikes pulled up to the line for their turn at a try for the top, the crowds began to get to their feet so as not to miss any of the action. They were not disappointed, as Gordon King of Hastings, Nebraska took the 500cc class on his Yamaha. Then Charles Thomas, of Grand Forks, North Dakota thumped his Triumph over the hill to take the 750 class win.

Barry Kolbe of La Center, Washington astounded the crowd as he took his Yamaha anything but gracefully over the hill. In fact he went so far over the hill it looked like he would fly into the next county. This was in the 750 and over class, and, as the bike and rider disappeared over the hill, the large crowds started leaving for the nearby town of Sturgis. •

Results in Results Section.

Can Am MX Bulletin

STURGIS, S.D., AUG. 9

Monday, the first day of the 36th annual Black Hills Classic opened with the Pacific Regional CANAM Area Qualifying Motocross. This is only the second year that the AMA has held the Can-Am National Amateur Motocross (CANAM) Championships. This is the first year that one of the area qualifying races has been held in Sturgis.

Qualifiers, those with the most points, from the area championship races move on to the Regional Championships. Those from this area will compete in the Pacific Regional Semi-Final in Plymouth, California, on September 12. •

Results

125cc CLASS: 1. Jay Race (Suz). 2. Mike Loeffler (Suz). 3. Dave Kahler (Hon). 4. Mark Neuman (Yam). 5. Ron Jensen (Suz).

250cc CLASS: 1. David Bergeron (Hus). 2. Jack Todd (Suz). 3. Steve Elgard (Bul). 4. Dan Rowland (Bul). 5. Tim Hilton (Bul).

OPEN CLASS: 1. Rande Luitjens (Mai). 2. Keith Parmely (Mai). 3. Mark Borgman (Mai). 4. Kevin Pfluger. 5. William Cashel (Mai).

Sturgis turns into armed camp

By Bob Bitchin

The streets of Sturgis, South Dakota were turned into a regular armed camp as police from all over the area were called in to quell what was expected to be a near riot. Friday night, up in Deadwood, about 12 miles northeast of Sturgis, a lot of hard core bikers started to tear up the town. As the police closed down the town, most of the riders decided to come on down into Sturgis to join the touring riders that were there. They were met on the road by four SWAT team members and a fire truck.

Even with the turning back of those who had torn up Deadwood, some managed to get into Sturgis, and before long there were over 500 bikers standing on the street as many others pulled wheelies and got into a party mood. After a little while the party got out of hand, and the bikers started pouring gasoline across the street and lighting it on fire, as the traffic tried to get through.

A fire truck was summoned to put out the fire, and a bottle was thrown through the front window, hitting Chet Worth, assistant principal of the high school in Sturgis.

Since most of the people attending the Sturgis meet were riders there for a fun time, and not looking for trouble, they were moving out of the area the next morning.

On Saturday night hundreds of cars from all over the western part of South Dakota were called in, including the Highway Patrol, The State Troopers, the Rapid City Police, Penington County Deputy Sheriffs, Sturgis police, Meade County Sheriff, and the SWAT team from Rapid City. All night long hundreds of police cruised through the city park, which is where most of the bikers were camping the night before. The only problem was, most of the bikers had left. There were more police on hand than there were bikers. People were being arrested and thrown in jail for such simple misdeameanors as tail lights being out, rolling stop signs, and not wearing helmets. In that one evening there were over 60 people put in jail It was what you might call your basic overkill, and it was only one day late.

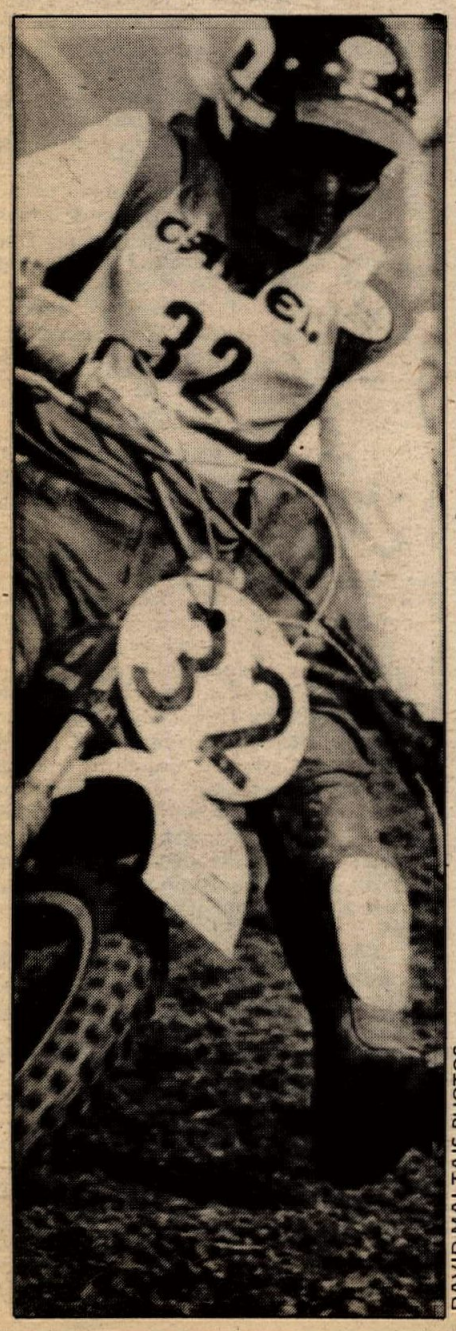
As of Sunday the streets of Sturgis were almost devoid of human life, with just an occasional biker or police car cruising down the barren streets. It is being discussed in the city if there will be a 37th annual Black Hills Classic. I, for one, hope that there will be, but I hope that the stupid bikers who caused all the trouble will have the decency to stay home next year and let those who want to come and enjoy the run do so, without having to put up with juvenile punks who can't have fun without causing trouble. •

For full story and pictures read Biker.

DeCoster repeats, Velthoven doubles

Luxembourg 500 GP

Jaak Van Velthoven took his KTM to a dual moto sweep, while (below) Brad Lackey suffered his usual bad luck.



DAVID MALTAIS PHOTOS

By David and Margery Maltais

ETTELBRUCK, LUXEMBOURG
AUGUST 8

Gerrit Wolsink's attempt to overtake Suzuki teammate Roger DeCoster for the 500cc World Championship title was stopped

by KTM rider Jaak Van Velthoven who won both motos at the final Grand Prix on the "An der Wark" circuit outside the town of Ettelbruck, Luxembourg.

25,000 spectators came to witness the final dramatic event of the '76 season with many fans from Great Britain to cheer on Graham Noyce, Vic Allan and Vic Eastwood.

America's sole competitor, Husqvarna's Brad Lackey, came to Luxembourg in fifth place and only four points down from Noyce with 99 points to Graham's 103. Brad had put forth a tremedous effort the second half of the season to jump from tenth place at the halfway point to fifth place.

The Luxembourg circuit is regarded as one of the finest, and this year they had made it even better with widened sections and good watering before the weekend. Brad has always done well on this track; last year he won the second moto when he passed Roger late in the race for the win. He was pumped for this one.

The big duel was expected to come from four time World Champion Roger DeCoster and his teammate Gerrit Wolsink. Wolsink needed to win both races and have Roger DNF in both to become the new World Champion

As the riders got ready to start the first race, Christer Hammargren fouled a plug on his factory Kawasaki and didn't make it to the start in time. The gate dropped and Vic Eastwood jumped into the lead aboard his four-stroke Stadium-sponsored Clews Competition Machine with Brad in second at the first corner. The infield area is a series of long "S" turns and on the third "S" there was a big crash. It started when DeCoster's throttle stuck open on his works RN370 Suzuki and he sidepunched Brad's Husqvarna, knocking Brad down. Brad's throttle cable was torn loose and he was helplessly forced to retire. Seven or eight riders were involved in the pile-up including Willi Bauer who also retired. Roger's throttle could not be repaired in order to have him in contention for first or second place which was all that mattered to him at this point, so he pulled out also.

As the leaders came around to complete the first lap Vic Eastwood was still ahead with Noyce in second, Weil in third followed by Heeren, Van Velthoven, Sigmans and Wolsink. Graham took over the lead on the second lap as Gerrit passed Frans Sigmans and Heeren dropped down to sixth.

On the third lap a spectator, hanging out onto the circuit, thrust his arm out as Graham raced by and knocked the Maico pilot so hard that Graham crashed into three wooden stakes lining the course and went down hard. He was taken to the hospital with a suspected broken bone in his back. Graham was so dazzed from the crash that he kept weaving around muttering, "They hit me. Why did they hit me ? I did nothing." Spectators and safety personnel provided no aid to the young Englishman; it was mechanic George Utting who finally came to his aid and got Graham to lie down until a stretcher could be brought to carry him to the ambulance.

With Noyce out Eastwood took the lead again and held until the eighth lap when his clutch broke, forcing an end to his great effort. Weil inherited the lead position with Van Velthoven and Wolsink close together in second and third. Sigmans was still holding fourth with Schmitz in fifth and Vic Allan sixth.

Van Velthoven and Wolsink passed Weil on lap ten, Weil repassed Gerrit on the next lap, and the crowd went wild as Gerrit got him back again on the next lap. Gerrit charged even harder and caught up on Jaak but crashed twice trying to pass the lanky Belgian rider. Gerrit would open his works Suzuki to the stops and move out of the fast line in an attempt to get by Jaak. Just as Gerrit would be ready to take him Jaak would move over and block his line. Jaak kept up this tactic all the way to the checkered flag and won the race by seven seconds as Gerrit finished second.

Sigmans was in fifth position behind Weil and Schmitz but lost it on the last lap when his Maico ran out of gas on the back part of the course.

In the second race, Eastwood again took the holeshot with Brad tucked in close behind him. At the end of the first lap Vic and Brad were followed by Van Velthoven, Sigmans, Hammargren and Wolsink. DeCoster was down in fifteenth after a bad start.

Vic and Brad raced for seven laps in one and two until Brad dropped back to third in the eighth lap when his rear tire went flat. Jaak got by him and on the next lap Gerrit slipped past and started charging after Van Velthoven. Van Velthoven passed Eastwood on lap eleven with Gerrit steaming past the CCM on the following round. Gerrit moved up behind and tried to pass him several times in the last three laps of the race but once again Jaak used the same blocking technique and kept Gerrit in second place.

Roger had moved steadily up through the pack so that he finished in fourth place behind Hammargren. Vic Allan finished in fifth place despite having clutch problems that plagued him all day. Farns Sigmans had another race of badluck when his gearbox broke on the last lap while in fifth position.

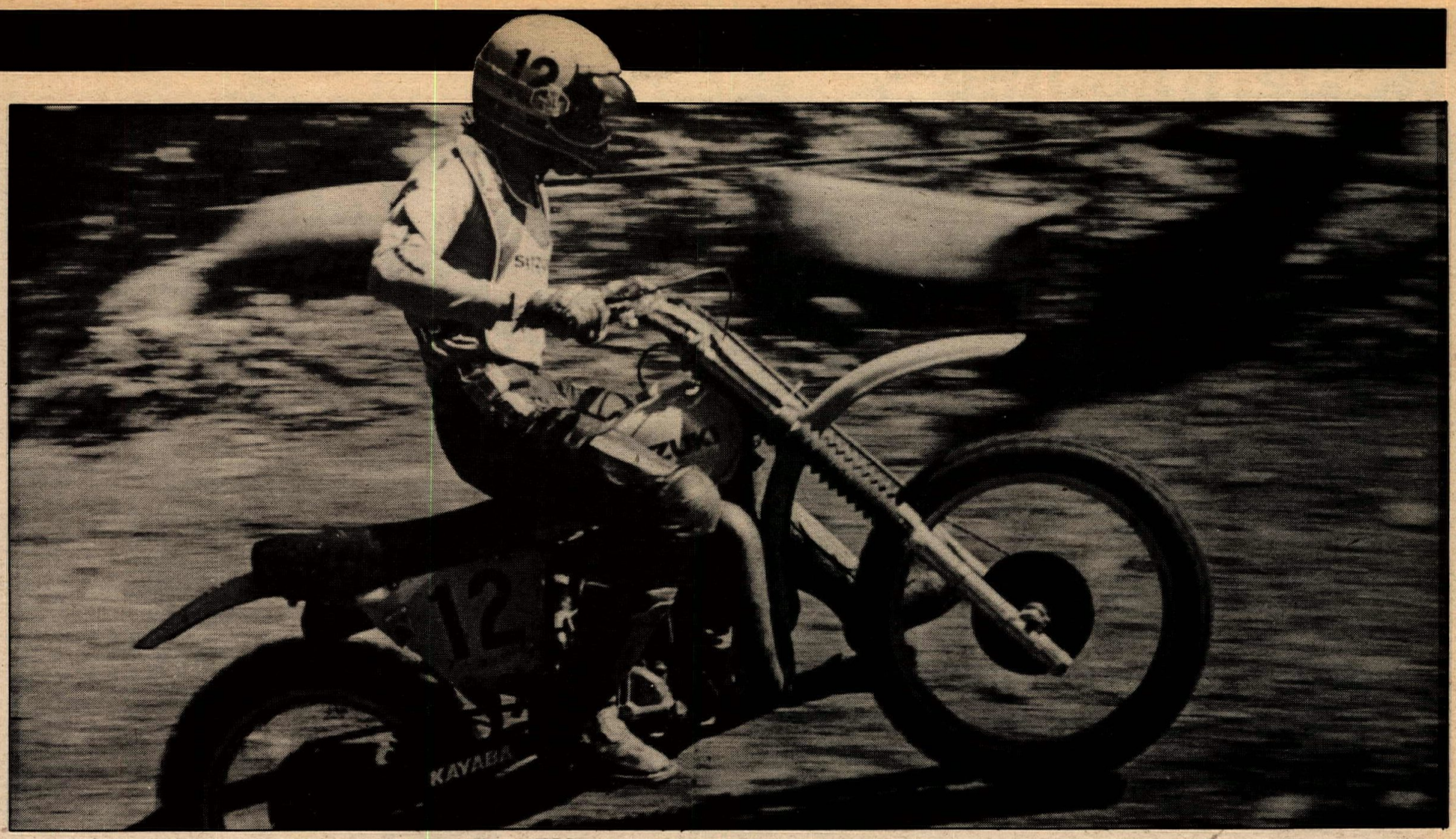
Brad kept racing the whole distance despite his flat tire handicap and finished one lap down in fifteenth place. Had he not slipped past sixth position he would have collected five points and would have edged out Noyce by one point for fourth place in the Championship standings. But when you look back at the first half of the season, his fifth place on the World Championship is a tribute to his dedication and determination to become World Champion. He also improved his sixth place finish in last year's standings and as anyone knows: the closer to the top you get, the farther apart the rungs are on the ladder. To get to the next one is much harder than the last.

The race for the 1976 500cc World Championship is now over. Roger has now notched his fifth title and, as we all know, is the best rider on this planet to throw a leg over a motocross machine.

Results

Moto one: 1. Jaak Van Velthoven; 2. Gerrit Wolsink; 3. Adolf Weil; 4. Herbert Schmitz; 5. Vic Allen; 6. Raymond Heeren B Mon; 7. Arne Lodal DK HVA; 8. Korneev; 9. De Roover; 10. Christoph Husser CH Yam.

Moto two: 1. Van Velthoven; 2. Wolsink; 3. Hammargren; 4. DeCoster; 5. Allan; 6. Khudiakov; 7. Aberg; 8. Korneev; 9. Lodal; 10. Heeren.



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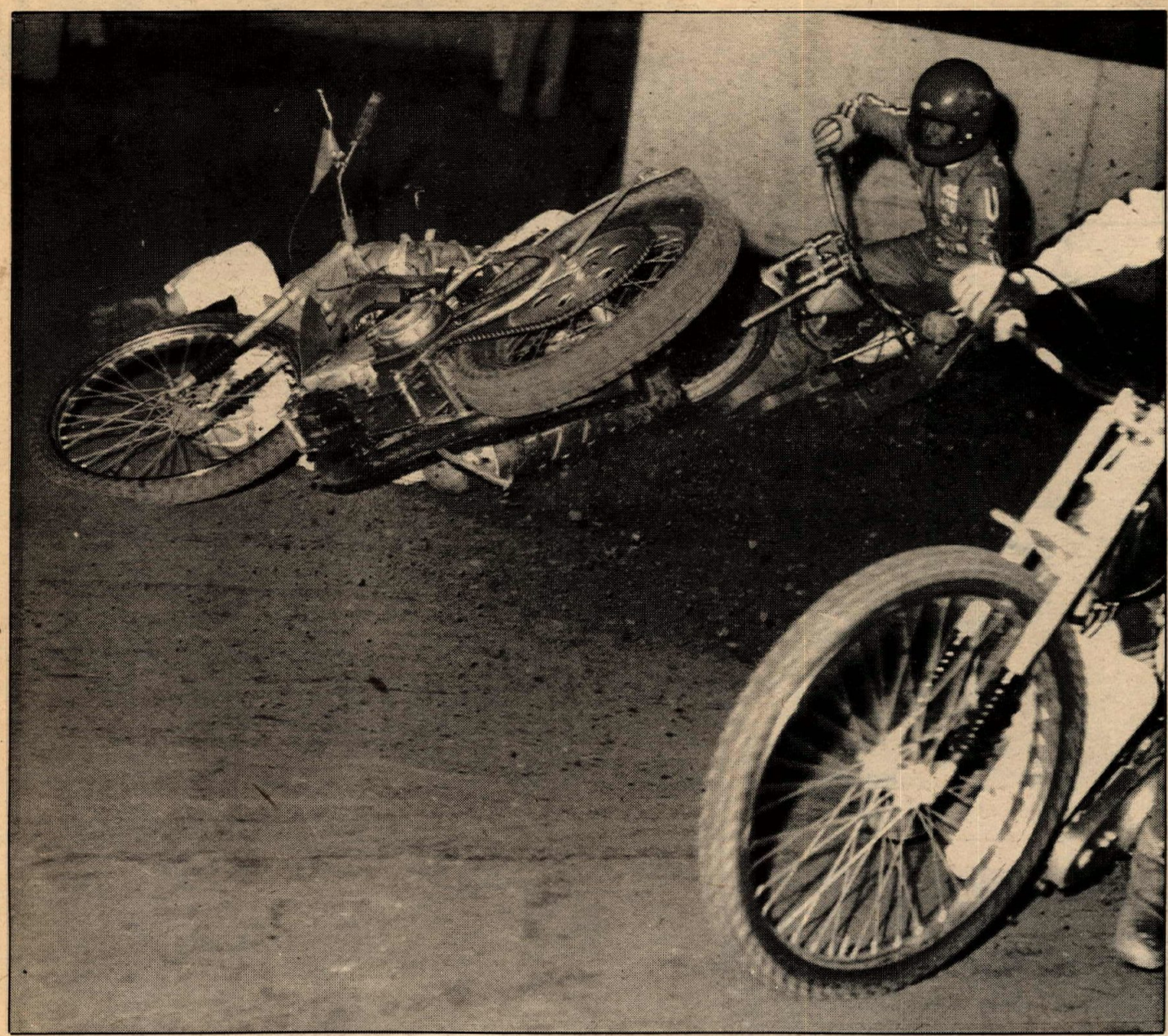


(Above) Buffington bites hard at South Bay. (Below) T. Gomez and R. Wade (28H) synchronize — again at South Bay.

PHOTOS BY JAMES BRAMMER

Huckans wins at South Bay

By James Brammer

SAN DIEGO, CAL., AUG. 14

Rick Huckans won the final speedway race, until next April, at South Bay Park Speedway. He came from a 30-yard handicap start to edge out Frank Bollinger for the lead on the last lap in the Handicap Main.

Huckans continued his winning performances in the Scratch Main against Brad Oxley, Doug Skiles and Bryan Buffington.

The 1976 King of the Hill Cup was awarded by Advance Blueprint to Bryan Buffington who won a series of match races to settle a three-way tie among Oxley, Larry, Kosta, and Buffington. Buffington defeated Kosta an then Brad Oxley. It was the first defeat in four match races for Oxley. •

South Bay MX on the line

By James Brammer

SAN DIEGO, CAL., AUG. 11

Mike Stearns halted Mike Tripes' win streak at South Bay and practically wrapped up the summer series for the 250 Pros with 54 points counting the night's win. Though there is one more race to go, Mike Tripes is second, with 42, and Marty Tripes third, with 32.

Mike Tripes (DG Yam) lacked the speed and enthusiasm that had carried him to three exciting consecutive wins in previous bouts with Stearns (Hus). He finished second to Stearns in the first moto and fell in the second, finishing no better than third. Stearns said they have been doing some things to his Husky. He won both motos. Marty Tripes broke in practice and didn't come to the starting line.

Brian Webster wrapped up the 250 Intermediate Championship on dealer Vic's Montesa, but Ken McClendon (Mai), Chuck Trent (Suz), Robert Storrs (Bul), Rob Hollinghead, and David Fisher (Kaw) are all going for second place on the final night.

Rick Wade has run away with the point lead in the 125 Intermediate class. Always a competitor Wade dueled with Tony Gomez, taking a spill while trying to pass in the first moto. In the second moto George Speck joined the battle, but Wade still placed third overall with Gomez second and Ken Olson winning.

MX returns to Long Beach

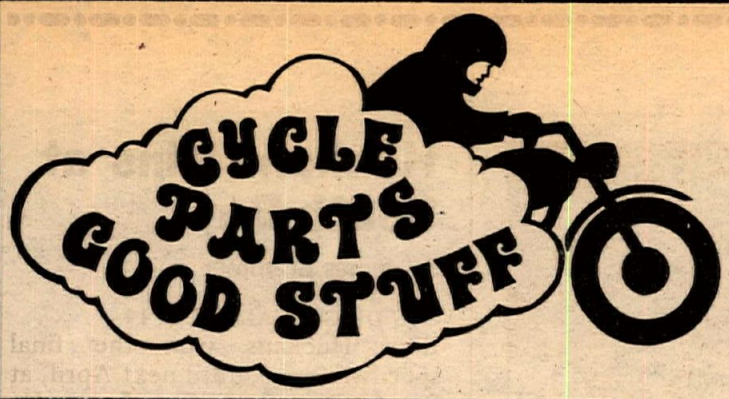
By Bob Ottow

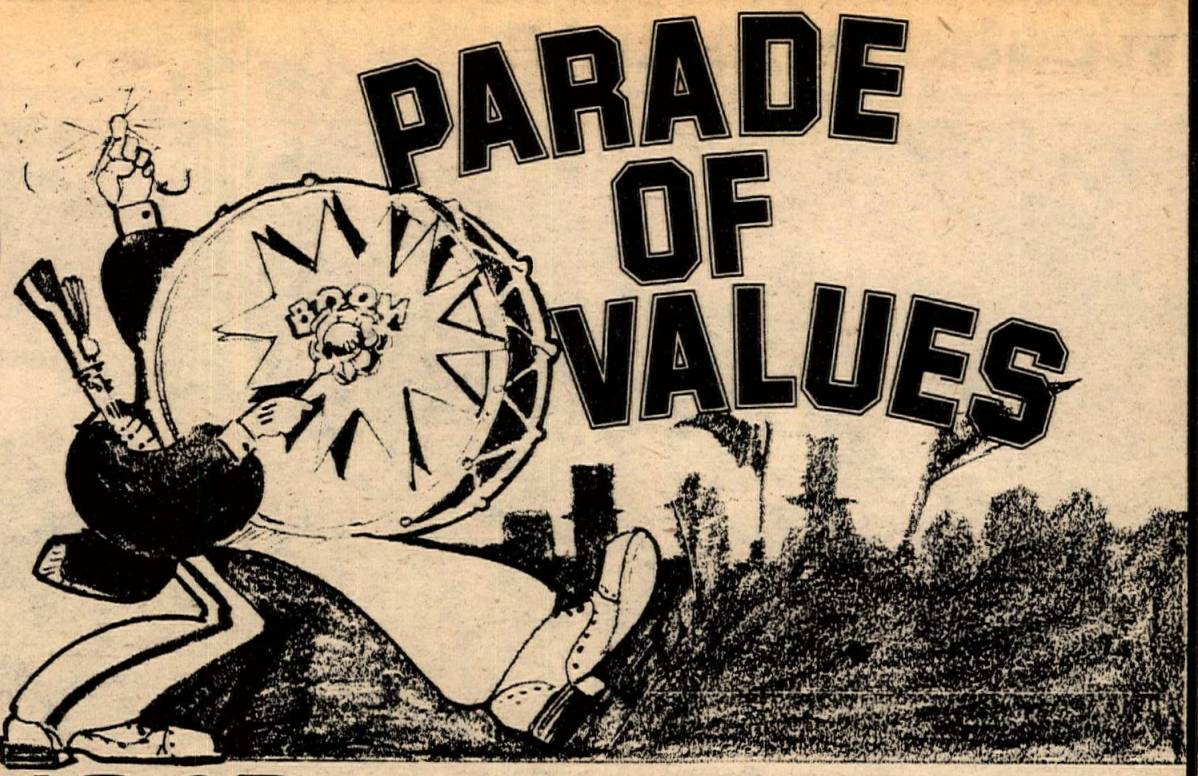
LONG BEACH, CAL. AUG. 8

86 riders rode their first MX in Long Beach since the close of Lions Raceway when Long Beach Safety Council supported Cycle Haven held it's first bi-weekly MX race. No 500 Pros showed, so the three 125 and four 250 Pros decided to combine their classes to make a bigger payoff.

125 Honda mounted 'Fast Eddie' Clark jumped into the lead with Jason Yodogawa (250 Suz) and Jim Slaughter (250 Suz) in hot pursuit but the race was flagged because of a poor start. The restart was a photocopy of the first one. Yodogawa passed Clark on the first lap, Slaughter followed suit a lap later. By now, the 125 riders realized that they were out-horsepowered coming off the soft berms. Slaughter fell in the last lap to let Clark by for second.

Moto two saw Yodogawa grab the lead and never look back, Slaughter followed his tracks with Clark in third.





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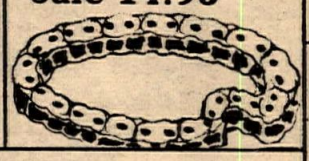

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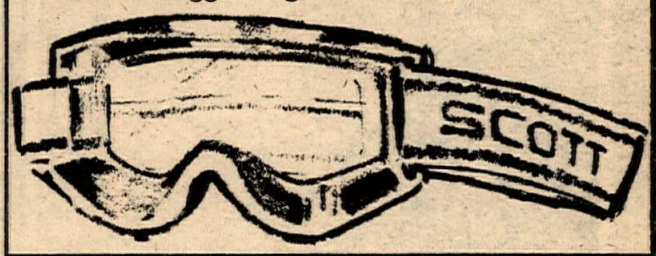

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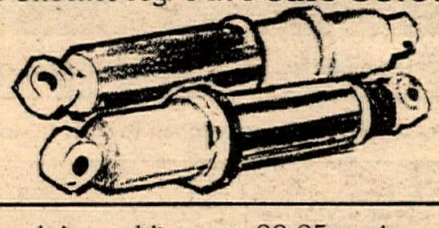

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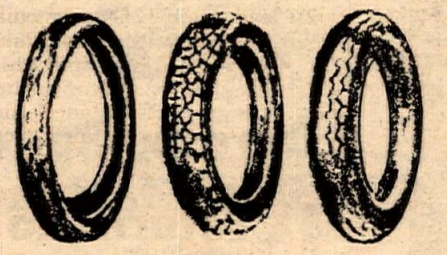

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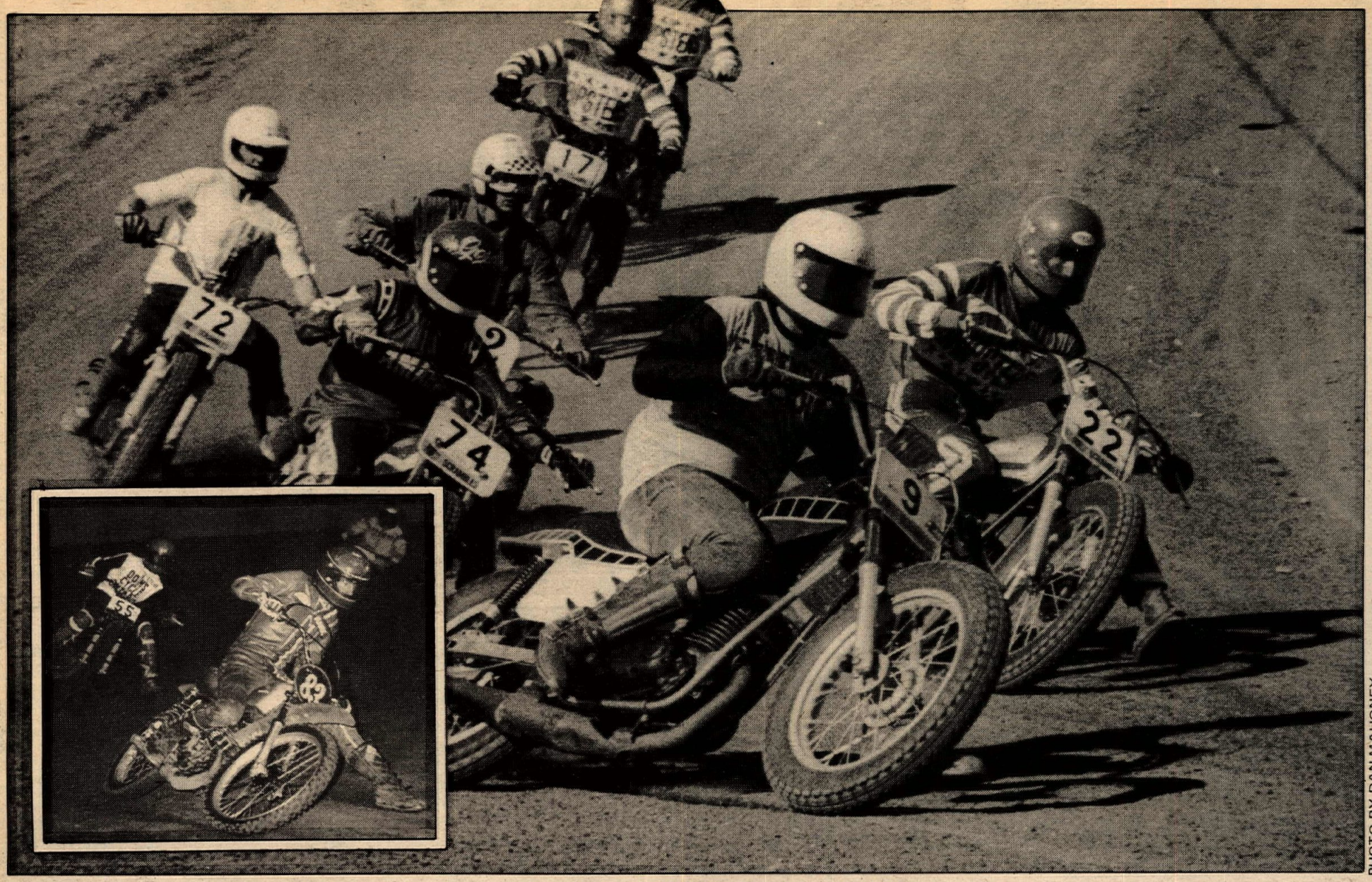

PHOTO BY DAN MAHONEY

Jim Redding hauls freight for second OA at Elsinore D-37 point run. (Insert) Corona's 125 Expert TT winner, Mark Milazzo, unwinds.

Long Beach's Cycle Haven — open for MX business.

LARRY COWAN

The men thundered around the track to the checkered flag with no changes or mishaps. Clark had become better acquainted with the track, but could only hold Yodogawa off for four laps. Slaughter began to fade and Doug Heil (250 Suz) passed and began to apply heavy pressure to Clark's rear fender, getting by in the eighth lap. Yodogawa got the checkered flag and a perfect 1-1-1 score for a grand-slam win. Heil's second place charge in the final moto netted him third overall, but Clark's consistent moto finishes entitled him to second overall money for the day. ●

Results in Results Section.

Old Timers go International

By Dal Calais

VALENCIA, CAL., AUG. 15

Thirty of the super-Geritol set came out to enjoy another challenging CRC reverse International track. A big welcome to Chuck Talbott, Ed Scheidler and Mike McCoy as guests for the day. Ed also took on the CRC Vets class and moved up in class, on the first day out, along with Mike. In the Master class it was Blackie Lewis, with 1-1-1, taking top honors for the day. Line Steward Norb Brown tooled his Suzuki in for second overall followed by V.P. Marvin Olson in third.

Experts were led home by Al Dennler with a consistent 2-2-2 with Sam Jones, who won the first moto, getting the nod for second overall. Secretary Bill Bird, wearing his spiffy new 40 horsepower Yamaha leathers, breezed in for third with Al Close right there on his mighty Maico for fourth.

Amateur action saw Tom Widick winning the last two motos for top banana today. Professor John Webb got a new Metzeler front tire and second overall for his 50th birthday today. Fred Maynard won the first moto and hung in there for third with Boyce Williams on his hot Honda (soon to become a KTM, we understand) for fourth.

Darwin Zenzer gave lessons to the Novice bunch today on how to win, taking the last two motos and first overall. Dal paid Howard and Randy to stay home so he could snatch second.

Results in Results Section.

Dorothy Rowe-Smart fast lady

By Elaine Jones

CORONA, CAL., AUG. 11

Pretty Dorothy Rowe can claim brains along with beauty as she rode one of the best planned races of the evening, the 250 Am/Ex Half-Mile. Dorothy got off the line first but Paul McPherson took over on lap two. It became evident they were using the same lines, so Dorothy dropped back and started looking for a better way to go. It didn't take her long and soon she was riding double with Brian. She found the hole three laps from the finish and that was all she needed for the victory.

In the Money Half-Mile it was Stan Kinsey's night to shine. Artie Nay and Walt Foster hung in there but couldn't even get close to challenge the smooth running twin. On the Money TT Walt used the expertise that has made him a top rider to hold off Artie for bucks.

The only double win of the evening was collected by Jim Champman, a flat tracker turned moto-crosser, returned to the fold. On the TT he had no trouble

holding off Mark Butler and Robert Ray for the win. The half-mile saw Jim hanging on to second, trying to figure out a way to get by Robert Ray, when Robert went down leaving the way clear and Jim was able to hold off Mark.

Mark Shelton pulled all the stops out as he went for a clear victory in the Open Novice TT taking the win over John Wells and Vic Hensley.

Mark Milazzo won the 125cc Expert TT from Kevin Ooley and then let Kirk Johnson become a sandwich on the half-mile with Kevin first, in a photo finish, while teammate Kirk Smith, some what handicapped with a 100, third. Johnson didn't feel too bad, he had the 125 Amateur TT win to keep him warm with Brian Burch second and Kirk Smith third.

Brian Burch who rode with the Amateurs on the TT but is really a Novice may not be one much longer. He really smoked the 125 Novices on the half-mile. John Connolly and Mike Murray who were second and third are offering prayers that it happens soon. ●

Results in Results Section.

Rider's MC host D-37 Scrambles

By Andi Gangewer

ELSINORE, CAL., AUG. 8

Duane Gallager was the victor of the 100-125 Novice class and he did it in grand style. Moto one Gallager wheeled his Yamaha into the lead and pulled away from the pack. Steve Griffith held second but Mark Ledbetter and Steve Karstan wanted a piece of the action. Karstan made a mad dash at Griffith and Ledbetter and slid into second. The win went to Duane, Karstan carried second, leading Ledbetter in for third. Moto two Gallager again gained control of the race, while four riders were battling for second. Gallager made it three in a row as he walked away with another win. Steve Griffith put the pressure on Gallager this final race, but Duane held on to his lead with a vice grip. Gallager took first place points, leaving second and third to Griffith and Karstan.

The big bore Expert was chicken feed for the one and only "T-Bone" Don Grigsby. Don Frauenberger carried the beginning of the race, until T-Bone dived under to steal the lead. Rex Hailey continued to gain on Frauenberger and moved into second. Rick Marquis took Frauenberger's third away and the checkered went to Grigsby, Hailey and Marquis. T-Bone was sizzling the second moto and the race was his from start to finish. The final moto it was all T-Bone again and in grand style he grand-slammed and overall victory. Don Frauenberger finally got the second he'd been working for, leaving Rick Marquis to third. The overall results ended up with Hailey second and Frauenberger third.

Results in Results Section.

Over the Hill Gang rolls on

By Bang Bang Bob Ingram

VALENCIA, CAL., AUG. 15

Thirty-one gang members signed up to race the International track at Indian Dunes and seven Experts went off the line. Tacky Tim took the first moto, but it was a short-lived victory, for in the next two motos reliable Lanky Larry settled down to his usual style and won first overall. Tacky Tim placed second and Janitor Jerry third.

The Amateur race was won by Jerky John who went wire to wire in his last two motos. Delicate Dennis placed second ahead of Beautiful Bruce who

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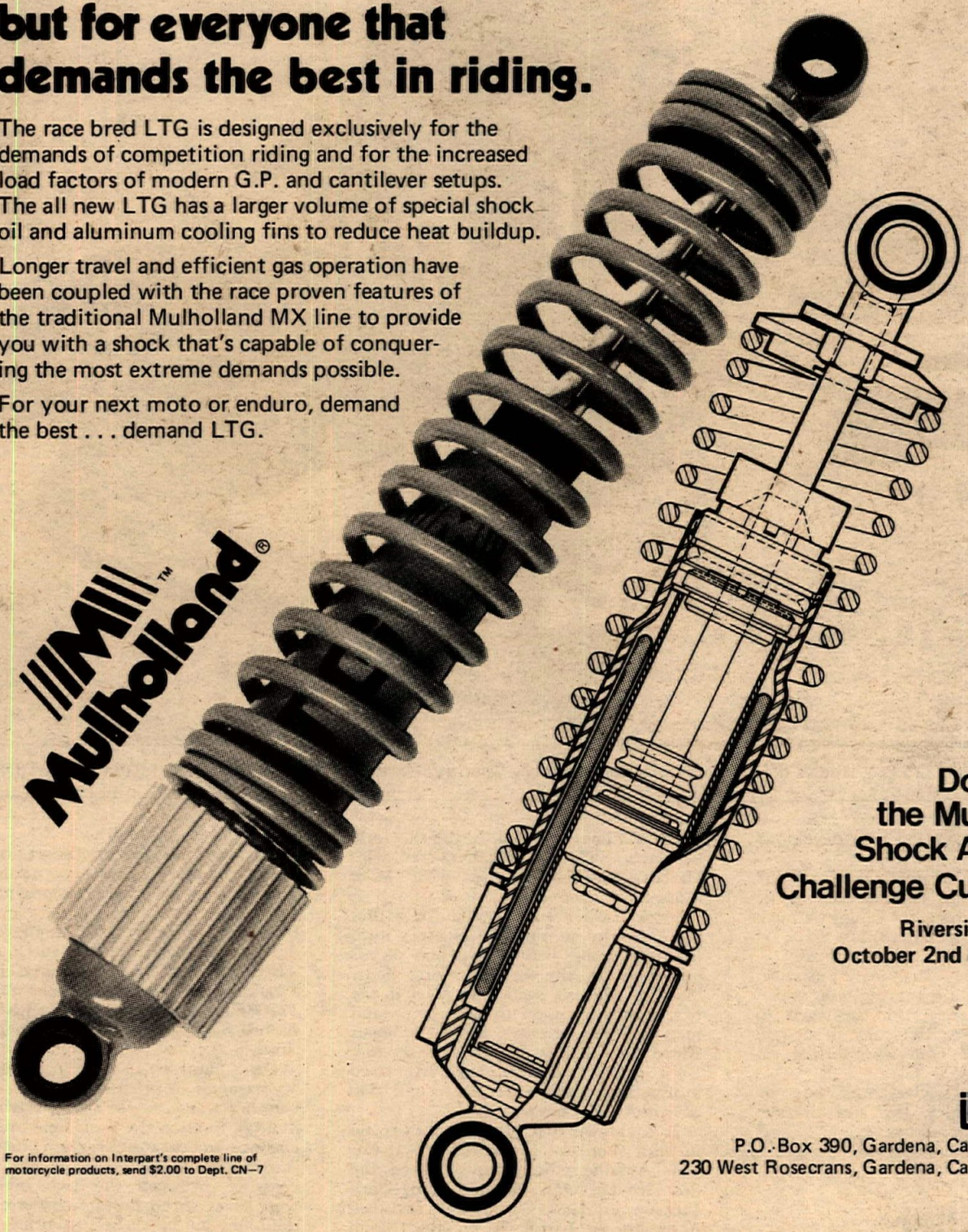

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PHOTOS BY ACTION PHOTOGRAPHIC

(9F) Paul Schones, 125 Pro, studies the track composition at Escape Country. (Inset) T&M's winning 125 Pro, Ron Turner, definitely in the picture at E.C.

won his first moto and later developed chain trouble.

The largest turnout was in the Intermediate class. Halffast Herb stole first place from naughty Chunky Chuck who settled for second. Slimy Steve on his slick Yamaha pulled in for third.

Going into the last moto the Novices had a four way tie for the win, which hard riding Dainty Don managed to scoop up. Rickety Rick came in second, ahead of Toilet Tom who settled for third.

The Beginner's class was won by smooth-riding Juicy Jim and Chiseler Chuck brought in second. ●

Results in Results Section.

Mike Pillar highlights CRC/NMA

By Laszlo

VALENCIA, CAL., AUG. 11

Once again the 125 Expert class was one of the most visibly competitive classes. Mike Pillar, one of the major factors, held off Bobby Jones for the entire first moto, much to the delight of the crowd. Bobby tried to make a move late in the race but was turned back by the domineering Pillar.

Evan Marcus was in front of the pack throughout the second moto. Pilar held second from the onset of the race, but had to pay attention to the action taking place just behind him. Willy Simons finally got his act together and was engaged in an all out battle with Jones for third. Willy had the advantage and was going after Pillar when he got a little too excited and slid out at the rear of the track. Jones had no place to go but right over him and ended up with a DNF. Simons was back in the race one lap later. Pillar took the overall win, Marcus finished second with Mike Mossman third overall.

Mark Casper was headed for a first place trophy in the 125 Novices until his front brake helped toss him on his can early in the second moto. Scott Morgan, who ran second to Mark in the first moto, went on to win the second race and the trophy. Kevin Bollinger edged out Duffy Phelps for second. Both riders had been tied after two motos, but Kevin's better second ride gave him the runner-up spot.

It took two first place finishes to do it, and when the checkered fell, it was Tom Malone who grand-slammed the 250 Novice class. Behind him, Gary Jackson and Gary Garcin were involved in an intense battle for second. Garcin was in trouble off the start, going down early in the race, while Jackson held the lead. Malone soon passed Jackson, but Garcin wasn't able to move up close enough until late in the race . . . and by then it was too late. Jackson jumped ahead of Garcin early in the second moto too. After a lap and a half however, Garcin found himself in second. They finished in that order and despite being tied in points with five apiece, their second moto finish broke the tie, giving Garcin second overall and Jackson third. ●

Results in Results Section.

NMA National MX

By Rex Reese

ORANGE, CAL., AUG. 6-7

Brian Myerscough, with a wagon-load of Yamahs – in an event that was almost thoroughly dominated by the little screaming yellow zonkers – proved once again that he's still king of the mini's as he cake-walked his way to victory in two classes of the NMA National Mini MX.

The stage for action was set not only for Brian, but for the only other rider around who'd be able to provide any competition – Jeff Ward and his Hondas. But even Jeff was hip to the odds and the abilities of a stock XR-75 when he *and* Brian appeared in the Stock Expert class on Yamaha YZ-80's. For Brian, it was like riding with an old friend; but for Jeff, it was a matter of survival.

On Saturday, with Ward and Myerscough in separated qualifiers, the winning was easy for them, leaving the Sunday finals in the Stock and Modified classes to be held as one long showdown. Incidentally, caught in the crossfire between the two minigods, were over three hundred riders; some doubling up in classes to bring about four hundred entries and twenty-seven classes. It was a *long* two days for everybody.

The Sunday shootout began with Brian and Jeff cutting it up in the Stock Expert final. Myerscough picked up the win as might be expected. The unexpected (in terms of how bad one rider can beat everybody else) came later on, in the Modified Expert final, as Brian let out all the stops to show the world what a trick YZ-80 could do to a trick XR-75.

Pulling a 30 second-plus lead, Brian Myerscough made his win a Sunday joyride, much like the Europeans who have humiliated the Americans on the same track. Waaay back in second, Jeff Ward's megabuck Honda wasn't putting out the same ponies as were the hordes of Yammies around him. For his efforts, Jeff got only a fourth while Jim Holley and Derren Penrod got second and third respectively.

The 105cc Expert Open final was the only satisfaction that Jeff received as he piloted his trickest Honda around the corners to victory, with Gary Dircks second, Scott Burnsworth third, and *no* Brian Myerscough in sight. ●

Results in Results Section.

Old-Timers gather at Perris

By Sherry Fraze

PERRIS, CAL., AUG. 14

If you wanted to know what racing was about in the 60's, you should have dropped in on Perris Raceway Saturday. It was the fifth annual gathering of Old-Timers. There were Hilltoppers and Red Dots, Riverside Bombers and Foothill Hawks, Sidehackers and Dyna Mites, Checkers and Hi Boots, Barstow M.C. and O.C.M.C., mounds of California Gophers and Jackrabbits too.

The first 250 class was won by Jim Cooke (Hon). Suzuki mounted Allen Lowen grabbed a second, followed by Billy Andre (Hon). More hot action in the 250/350 combined class was won by Jim Doron on a Suzuki and also starred the notable Ed Kretz, Jr., on a Honda, for second.

The gold in the first 500 class was picked up by Bultaco mounted Jim Hayes, but "golden age" Tom Whitlock (Hon) wasn't far behind for second. The second 500 class was topped by Morris Wright (Mai). Excitement was mounting in the third 500 class with Yamaha mounted Dick Moore riding to the win with his old smoothness and style, feet up on the pegs, all the way to the finish.

The first 650 event was taken by Chuck Woods (Yam). Richard Johnson was in for second on a Triumph, and Gordon Myers (BSA) was followed by Si Porter (Tri). The winner of the last 650 event was Norton mounted Mike Posey. C. H. Wheat (Hon) and Tony Denius (Tri) were dicing it out for second.

Sidehackers and monkeys were in abundance, the first event win went to Loren Immken and Mike Nelson on a Yamaha, the second event was won by Jim Stevens and Mike Chamberlain on a

Honda. Perris Raceway thanks all who attended and was honored by the presence of two past D-37 presidents, Leon Evans and Red Ludford.

There was such a large group of current Pros, two classes were made for the more active participants. The 250 class was headed by Suzuki mounted John Sperry. The third moto told it all for the Open Expert class. After several restarts, due to accidents, Walt Foster (Tri) took the win, Steve Nichols on a Yamaha was second, John Sperry third (with a sore knee), Mike Myers fourth and Bob Sanders fifth. •

Results in Results Section.

Turner takes two at Escape Country

By Laszlo

TRABUCO CYN., CAL., AUG. 8

T&M rider Ron Turner came out to Escape Country, along with almost 300 other MX enthusiasts, to support CRC's opening effort at the Orange County park. CRC ended up supporting Ron as he walked away with $120 after winning both the 125 and 250 Expert classes.

Turner grand-slammed the 250 class and might have done the same in the 125 field, a sixth place start in moto one, and a pit stop in the middle of the track in the second moto, to turn on his gas, kept him from it.

Bob Faulks came away from the 250 Novice class with the overall victory without winning a single moto! Faulks finished 5-2-5 to earn his first place trophy. What happened to the others? First moto winner Ken Estep came off the starting line in last place in his second moto; second moto winner Ed Drake failed to finish the third moto; Dan Bulkhart, who won the finale, was held back by his last place finish in the first moto.

Ed "Godfather" Michetti broke a three way tie by winning the final moto of the Veterans class. Ed beat out first moto winner Asker Larnkjaer and Crown Cycles "Bad" Billy Burkhart who lost his seat in the opening moto. John Wilson Sr. won the Senior division, even though he too forgot to turn on his gas at the start of his final moto. •

Results in Results Section.

OTHGA Challenge at Carlsbad

By BoBo Ingram

CARLSBAD, CAL., AUG. 1

Accustomed to riding a Expert Lanky Larry Shoemaker accepted a challenge from other club members to ride Carlsbad's European style MX course on a 125cc Yamaha. He won both motos taking first overall. Gorilla Gary, one of the well known "Cole Bros.," diced with Larry for a while but had to settle for second.

The Amateur class, was won by Branch Bruce who finally broke his long dry spell. Second place Petrified Pete kept his flashy Bultaco ahead of Honky Herb who brought up third.

The largest turnout was in the Intermediate class, with a total of nine riders competing. First was taken by Moldy Mike, followed by Lewd Lou, on a hot CZ hampered by a broken rear shock. Pansy Paul pushed hard from seventh in the first moto to end up with a third overall.

Novice Rickety Rick won both his motos for a grand-slam win, leaving a bruised Toilet Tom to bring up second.

Juicy Jim, in the Beginners, narrowly won after taking it from a very much improved Lovely Lee in a dice race that had everyone hopping. •

Results in Results Section.

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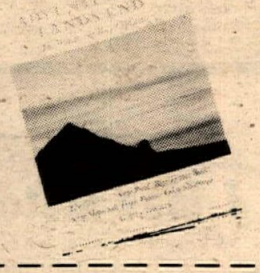

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Desert hotline

Wallingsford wails on Daisy's

By Judy Kinnaman

LUCERNE, CAL., AUG. 22

The road to the Desert Daisy's D-37 Hare Scrambles was marked with some very interesting signs; Please Don't Eat the Daisy's for one example. A lot of riders were looking forward to this race and the rumors of what they could expect caused a flurry at sign-up. The eight o'clock start was marred by an unfortunate misunderstanding. The banner appeared to be up from a certain angle on the start line, but due to a perception problem, it was difficult to see it was not unfurled. This resulted in a premature start for about fifteen of the racers. The rest of the line remained, however, and after a delay of about 20 minutes the race was on.

The eager racers surged ahead, each one intent on being the first to catch a glimpse of the much talked-about nude check. All of those persistent riders who made it to the first were not disappointed – the reality exceed many expectations, and a few careless riders wandered off the trail a bit.

Others managed to keep their minds on the race. Brent Wallingsford (Hus) finished the race first (in the 8:20 start) overall and first 250. Tom Schell (Suz) followed as second 250 with Gary Conner (Yam) third. Mike Edmondson (Yam) took the honors for the Open class, Jeff Kirk (Yam) and Randy Brown (Yam) were second and third. The first Expert C bike to fly into the finish was Andy Klein (Yam), followed by Mitch Payton (Hus) and Steve Lindsey (KTM). Chuck Cartledge (Yam) finished first Trail bike Expert, followed by Charlie Hamill, Jr., (Yam) and "Piston Pete" Andelman (Yam).

The Senior class was won overall by Art Knapp (Hus), who also took the first Senior Open Expert. Second Senior Open Expert was Dick Camp (Yam), third was Bruce Llewellam (Yam). George Walker (C-A) triumphed over the Senior Expert 250 class, followed by Grumpy (Yam) and Wendell Park Sr. (C-A).

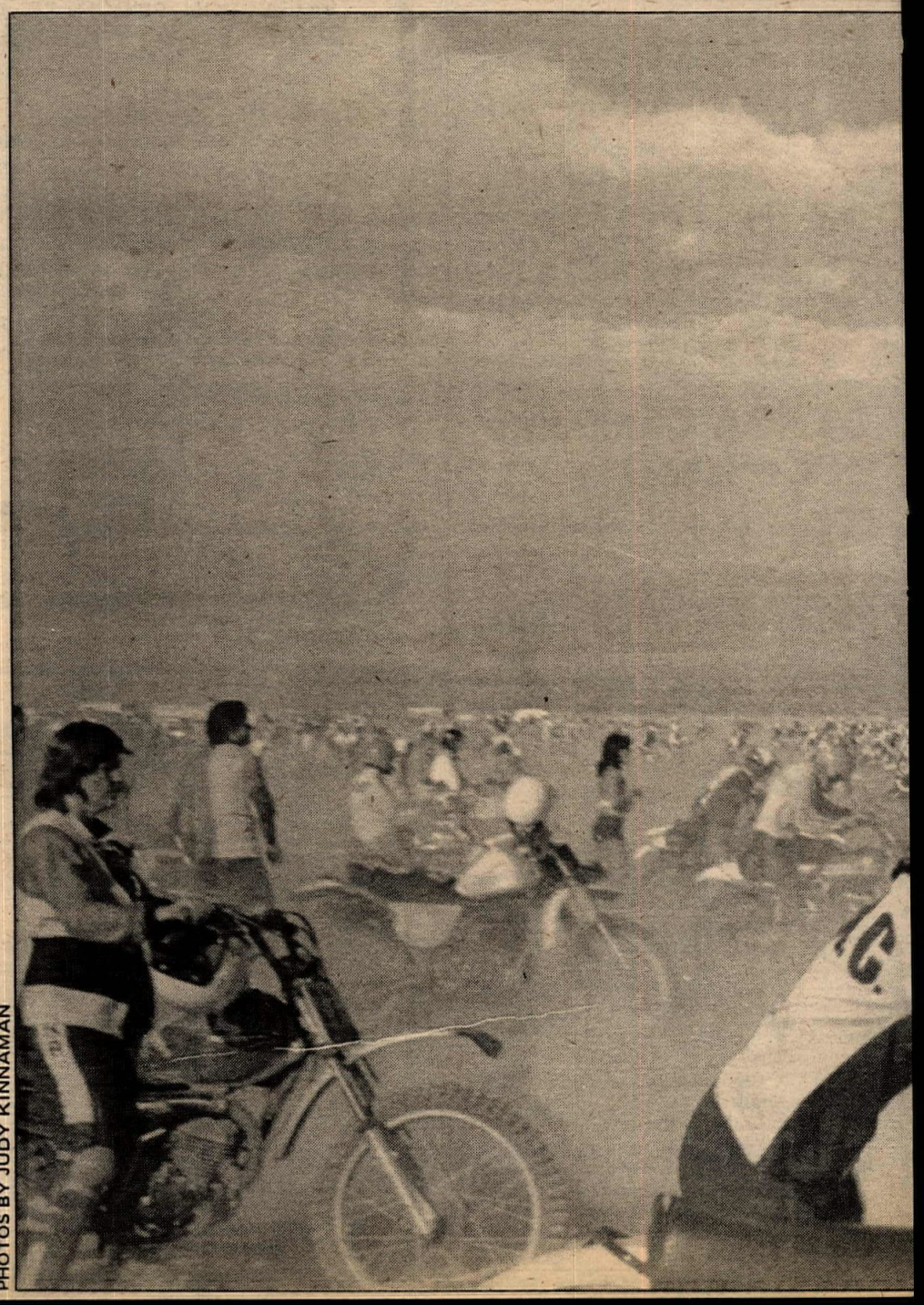
Cherry Stockton (Bul) won the Women's Division, with Juanita Morris (Yam) first Women Amateur, and Lisa Christianson (Yam) first Trail Novice. First Beginner to get the checkered flag was Ed Ogden Jr. on a Yamaha, followed by Mike Llewellen (Yam).

In the Amateur class, J. Orendoff (Yam) was the first Open, the first Amateur 250 spot was taken by Nate Sciaqua (Yam). Tim Fagg (Oss) finished in the first Amateur C-bike slot, while the first Trailbike Amateur was Tim Larson (Yam).

The race showed a lot of hard work by the Desert Daisys, who were working with a crew of about seven or eight clubmembers. Other than the confusion over the start, the race seemed to be a good desert race. Aside from a few unhappy Novices looking for a 'pansy' race, most riders had favorable comments and very big smiles. ●

Results in Results Section.

A handful of Daisys created this week's D-37 desert stampede, complete with burlesque



PHOTOS BY JUDY KINNAMAN

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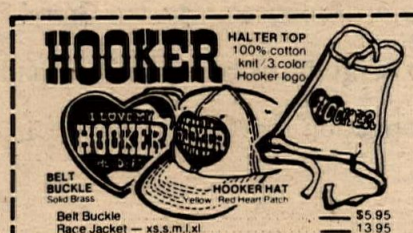

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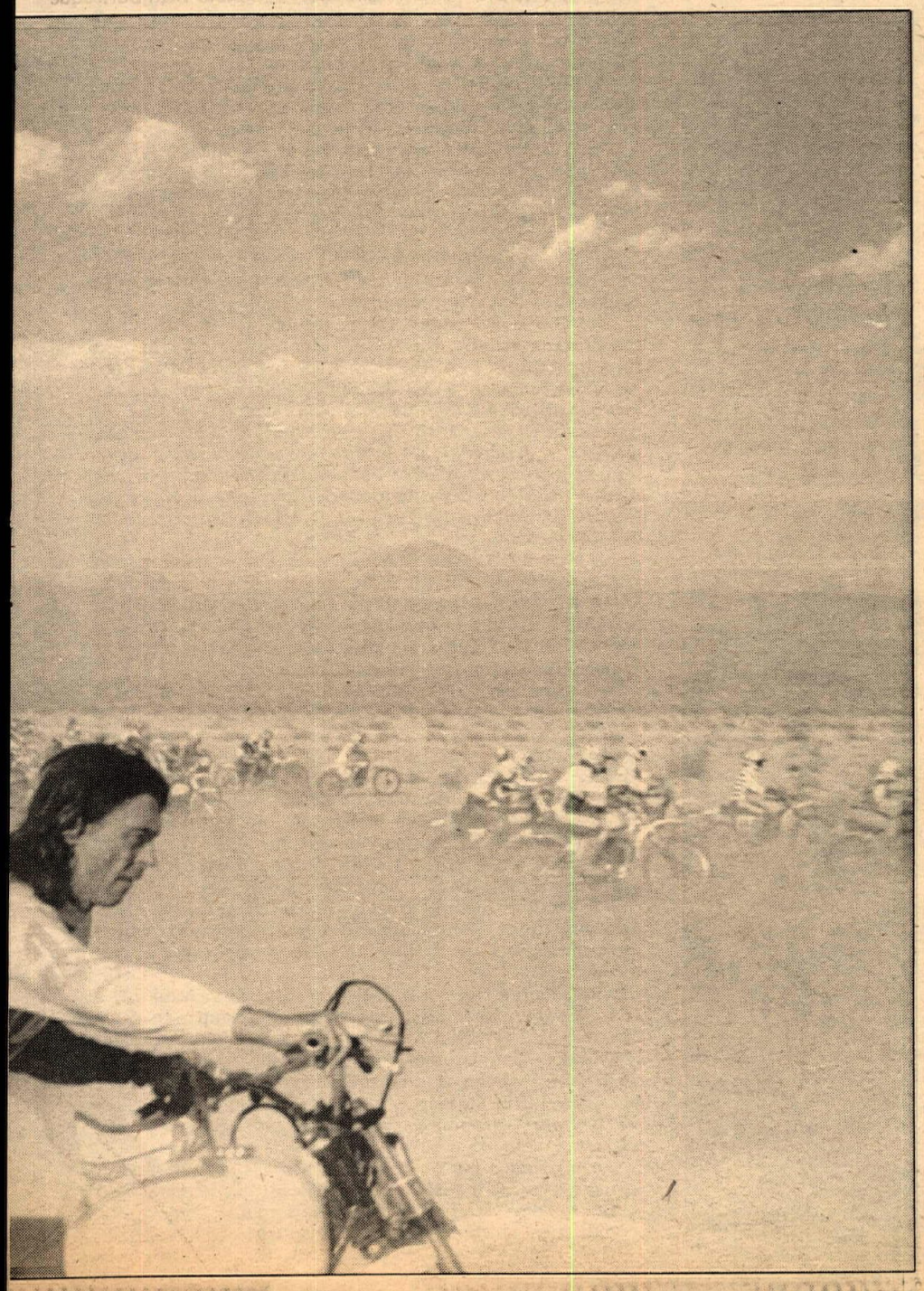

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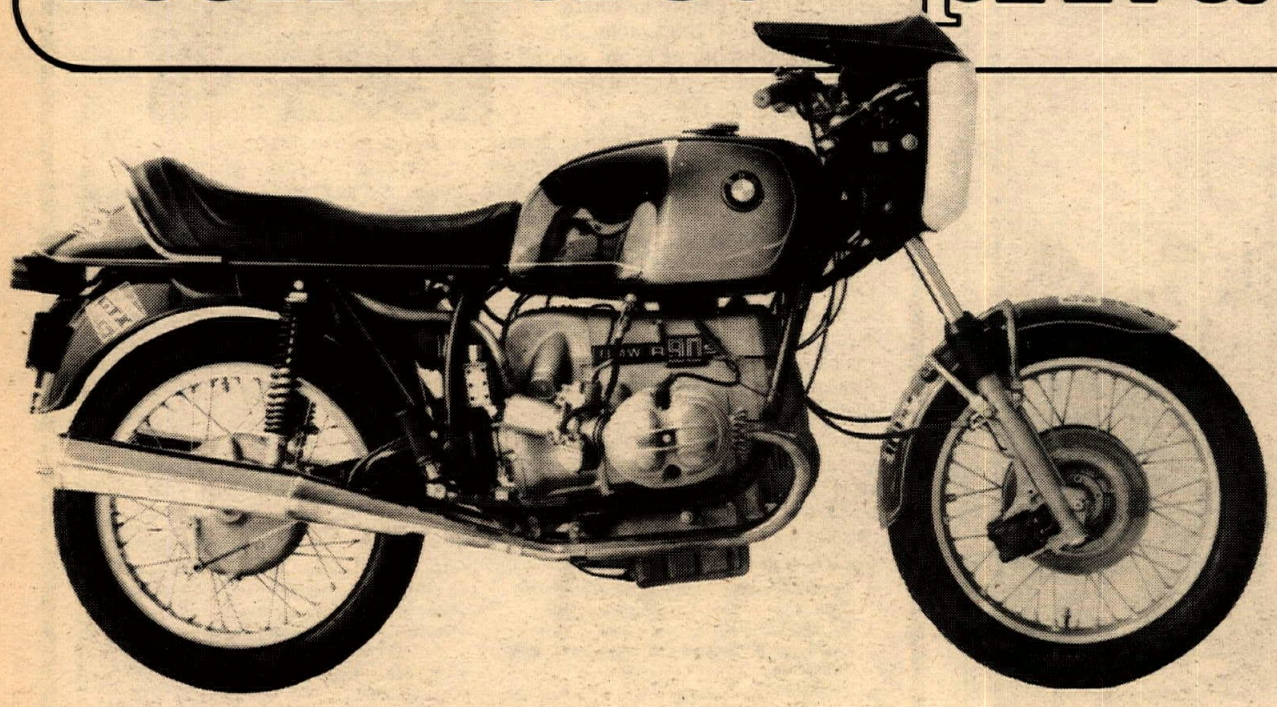
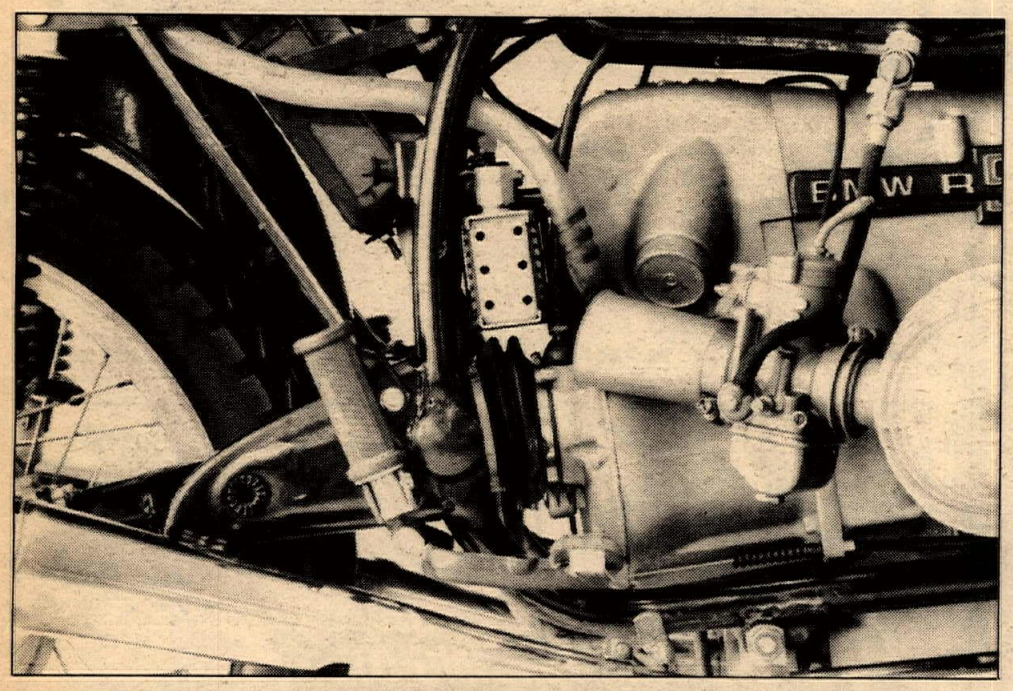
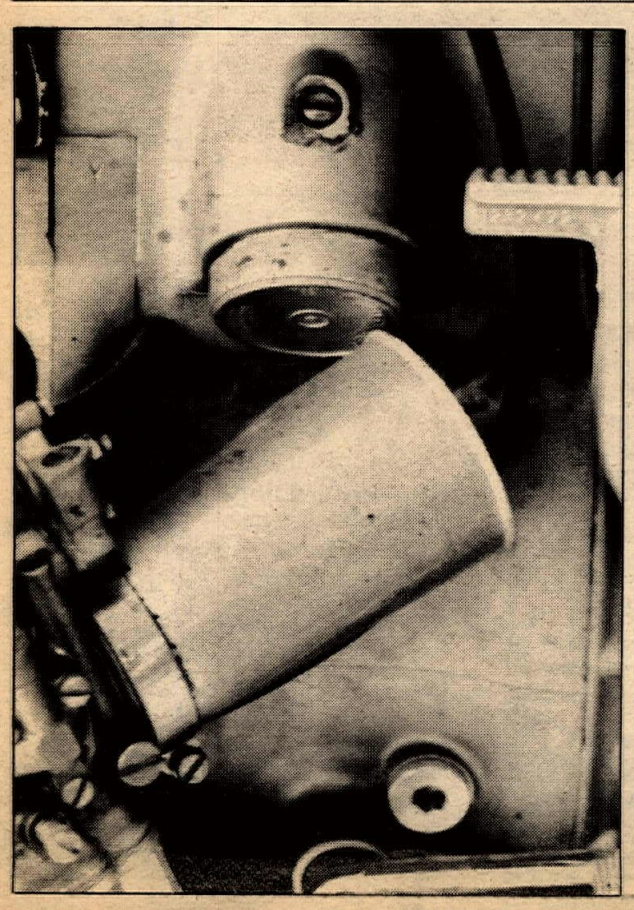
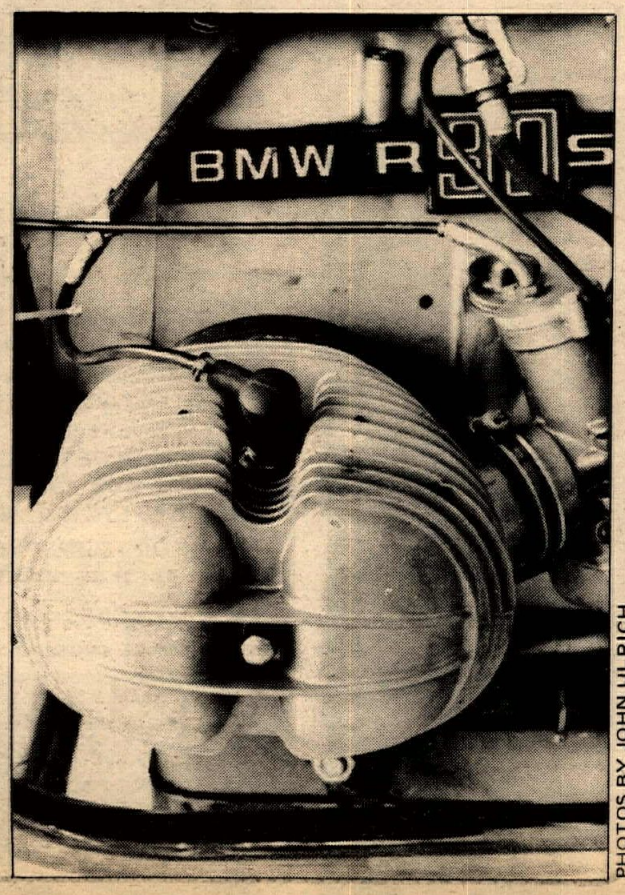








This page: Aspects of a feverish construction effort. Opp. page: Johnny Kokinos (l.) and Red Duncan (r.) plot the next stage.

PHOTOS BY JOHN ULRICH

By John Ulrich

"It gives you a real sensation of speed," says Ron Pierce as he steps off the BMW R90S. "But it's just like a street bike, except for the idle. I always have 'em take the idle screws all the way out of any bike I ride, because I want everything totally shut off going into a corner. I brake to the maximum, and if the engine just burps twice, I've missed the turn."

Pierce is a professional motorcycle road racer. As part of his job during 1975, Ron Pierce road raced this innocent-looking BMW in AMA Production class road races.

In theory, the production class is for street bikes. BMWs, Ducatis, Kawasakis, Moto Guzzis, Hondas – just like the ones average motorcyclists ride. That theory would make this BMW just like the one you can buy at the dealership down the street.

The theory isn't valid. In fact, this BMW isn't like anything you've ever ridden in your entire life.

It's a bullet, the fastest "private" BMW.

Johnny Kokinos and "Red" Duncan built the bullet. Kokinos owns Johnny's Motorcycle Company in Bakersfield, California. Duncan works for Kokinos. The pair have a long history of road racing, mostly with BSAs before BSA went out of business.

"We got used to winning," says Kokinos of his record with racers. "We've got the fever, and we like to road race. It's a fever. You have to do it if you start."

Once you understand that building this BMW was motivated by fever and backed by the combined wizardry of two men who know an awful lot about BMWs and racing, you can start to understand the machine itself.

It's a fever-built bullet.

I climb aboard and hit the electric starterbutton. The engine fires instantly, but it won't idle.

The BMW isn't loud, even though the mufflers are modified internally. But it isn't silent, either. At the first stop light I come to, the bike's revving draws attention. An old woman in a Cadillac Seville rolls up her window, even though the temperature tops 90 degrees.

I clunk the bike into first gear when the light changes, and gas it. This BMW's transmission is not as hesitant or loud in shifting as most of its breed, because the working surfaces have all been hand-lapped by Johnny Kokinos. It shifts as well as a BMW can shift, which is pretty good, but not perfect.

Like all BMWs, this machine rises when gassed hard. I grab a handful, and the bike rises maybe half an inch. Slam the throttle shut, and the bike settles. Stockers can be made into flat-ground bronks by working the throttle open and shut rapidly. This one isn't as susceptible because the suspension has been modified.

At the city limit, the broad avenue becomes a series of straights running over rolling rises, and connected by gentle, sweeping curves. Farther north, the curves become turns, and the straights become shorter. Finally, the straights all but disappear for sections of tarmac winding through pale brown dust hills punctuated by dry oaks, oil fields and refineries, and grazing cattle. Newborn calves run as the BMW approaches, while sedate mommas don't move.

Here, on this road, the BMW slowly shows me its character. It is intimidating to be handed someone else's carefully built . . . timepiece. A machine into which someone has poured time and labor and love – and speed.

When Pierce rides this BMW, he tosses it around like a 125. Between burnouts, wheelies and attempts to get a "front wheel wheelie" with hard braking.(Pierce actually can brake hard enough to stand some road racers on their front wheel) it seems that Pierce has no fear. It gives me enormous respect for the guy. But it also makes me feel very, very slow, and mixes caution in with my respect.

I can't just jump on this bike and gas it. But slowly, turn after turn, it feels natural. Then I gas it. Oaks and cattle become blurs, and 80 mph marks the top of second gear. Third revs fast and furiously to 110 mph.

Then come the curves. Over, over, the K81 tires hold

The fever built bullet

at what seems a ridiculous angle, but still the cylinder doesn't scrape.

Accelerating WFO out of the corner, drifting out toward the shoulder, speedometer needle quickly quivering past 110 in third. The straight ends just ahead, rushing in against my direction. I grab a giant bunch of brake, then look down at the speedometer, expecting to see about 40 mph indicated. It reads 70, not because the brakes aren't good – they are – but because the motorcycle was going so fast to start with.

Panic. Too deep, too fast. Braking past the apex, the bike trying to stand up, trying to head for the straight line leading into the dirt. But it doesn't. It just stops, turns, and continues on its way, unflustered.

Ferodo green linings make the brakes as good as they are. Each BMW disc puck is a complex, sloped three-part assembly on a single backing. It looks almost like three thin wedges of green cheese on a porcelain platter, each sloping in the same direction, each the same size, each evenly spaced.

What that means is that replacing the stock puck material with something better for racing (Ferodo pads provide more friction, do not tend to fade when hot, but wear out faster) is a laborious job. It took Johnny 15 hours of exacting work to match and install pieces of Ferodo lining to the stock puck carriers. He did it perfectly, bonding and riveting the new material to the puck backing plates, using stock pads as templates. It was worth it. In spite of a stiff feel at the lever, the twin rotor front disc brake is strong. Standard shoes in the rear brake squeal terribly when hot, and fade.

The corner passes. A straight beckons. Third gear is good until almost 120 mph, then fourth starts pulling, 120 . . . 122 . . . 125.

It starts as a gentle shake around 120 mph, worsening as the revs climb and speed increases. As long as the gas is held on, the wobble gets worse. First just irritating. Then annoying. Alarming. Terrifying. Religion-inspiring.

Bar tips seem to blur from the intensity and frequency of the wobbling horn dance. My face burns, my heart beats harder, my arms become tense.

Pierce can ride this thing topped out in fifth, and I'm not even in fourth. I can do it. I will *not* be afraid. I'm gonna hold on 'til 8,500 rpm, then hit fifth.

No way! At 130 in fourth, 8,000 rpm, the situation is desperate. I think of my street clothes – jeans and nylon jacket, of the cattle blazing by in blurs, of the rocks and trees lining the roadway.

No way am I gonna crash someone else's very expensive, very fast, very unsafe racer on the street.

I back off.

Back in Bakersfield after 109 fast miles, I ask Ron if the BMW would have spit me off if I had kept on the gas and shifted into fifth.

"Yes," he says, "It probably would have. There's something wrong with it. Maybe the damping isn't equal in the fork legs. Normally it wouldn't wobble that bad, but like it is, it probably would have crashed you."

Johnny thinks that the fluid is low in one fork leg. "I didn't bother to touch the bike since the last race because Ron told me you wouldn't get it over 100 mph," he says.

But Johnny must really think that the problem is deeper-rooted than that, because he talks about other things he wants to do to the bike, modifications that point to a problem.

"I'll reinforce the swingarm and run a bracket from frame to engine to eliminate the torque from the shaft. Then we can use road racing tires." Kokinos speaks in bursts, like a machine gun.

He goes on to talk about his racing background and this fever-built bullet.

"We went into the production class after building GP bikes because people want to see the bike they can buy. We had a few problems learning to set one up because we had never set up a BMW before. But it's been very successful, and what little work we had to do we could do over again easier – it's simple to do this if you know what you're doing. It's a quick bike, and it's dependable. We've pulled it down and looked at the rods, and they look just like new, everything beautiful. You can't hurt it."

It is a quick bike. But whether or not building such a machine is easy depends on what you consider difficult. The modifications are many, and are not the homeworkshop variety. As for reliability, it was a long time coming.

"We ran into a few problems at first trying to make this dependable and fast," says Johnny, as Red looks on. "The push rods would flex under severe rpm and fracture the rocker arms. Finally we got some chrome moly push rods. That solved the problem, and now it's dependable at high rpm. You can run it forever, just like a stock BMW."

He's telling the truth. Pierce regularly hits 9,500 rpm and runs the needle right off the optimistic 140 mph speedometer face when racing.

Making the big BMW into a racer started with a .520 lift Sig Erson camshaft and special outer valve springs. 44mm intake valves were installed, and all the valves were countersunk so that they would not touch when opened by the high lift cam. Countersinking the valves lowered the compression ratio, so the heads were milled.

A stock BMW cylinder head cavity displaces 55cc. On this bike, the cylinder heads displace only 41cc each. Johnny "flowed" and ported the cylinder heads using cigar smoke as a flow indicator. "Worked great," he reports. "That's what gave us more top end."

To help solve the classic BMW scraping rocker box problem, the barrels were milled 8mm, and special Venolia pistons with relocated wrist pins were used. With these special pistons, the bore and stroke remain stock, but the overall cylinder length is reduced.

Drilling and cutting down the flywheel took off two and one-half pounds, quickening response and improving shifting.

The carbs are stock, but the intake manifolds connecting the carburetors and the cylinder heads are tapered from an inside diameter of 38mm at each end to 32mm in the middle, creating increased charge velocity. Velocity stacks replace the aircleaner tubes on the 38mm Dellorto accelerator-pump carburetors.

An oil cooler off a Triumph Trident isn't used to cool the oil so much as to condense it back down into liquid after it is churned into foam by oil pump cavitation at 9,000 rpm. A deep oil pan increases oil capacity one quart.

A smaller battery replaces the stock one, making room for the behind-the-engine mounting of the oil cooler.

Rearset footpegs are accommodated by a handmade brake lever with a reversed shift lever. The BMW shifts one up and four down.

An ugly, cobby outside front fender brace replaces the inside-fender stocker. That's because the front tire swells at high speed, and used to rub on the inside of the fender. The giant brace also strengthens the fork against twisting forces.

Boge heavy duty shocks – the BMW factory replacement for use with sidecars – improve rear wheel control and handling. Stiffer springs, ATF, and four inches of extra spring placed inside the sliders control nose dive under hard braking. A 19" wheel increases ground clearance.

Under 1976 AMA rules, production bikes can run with gutted mufflers and enlarged engines up to 1,000cc. Pierce, with sponsorships on GP machines, is hesitant about riding a production bike in a class of street bikes he thinks are being pushed beyond their handling limits.

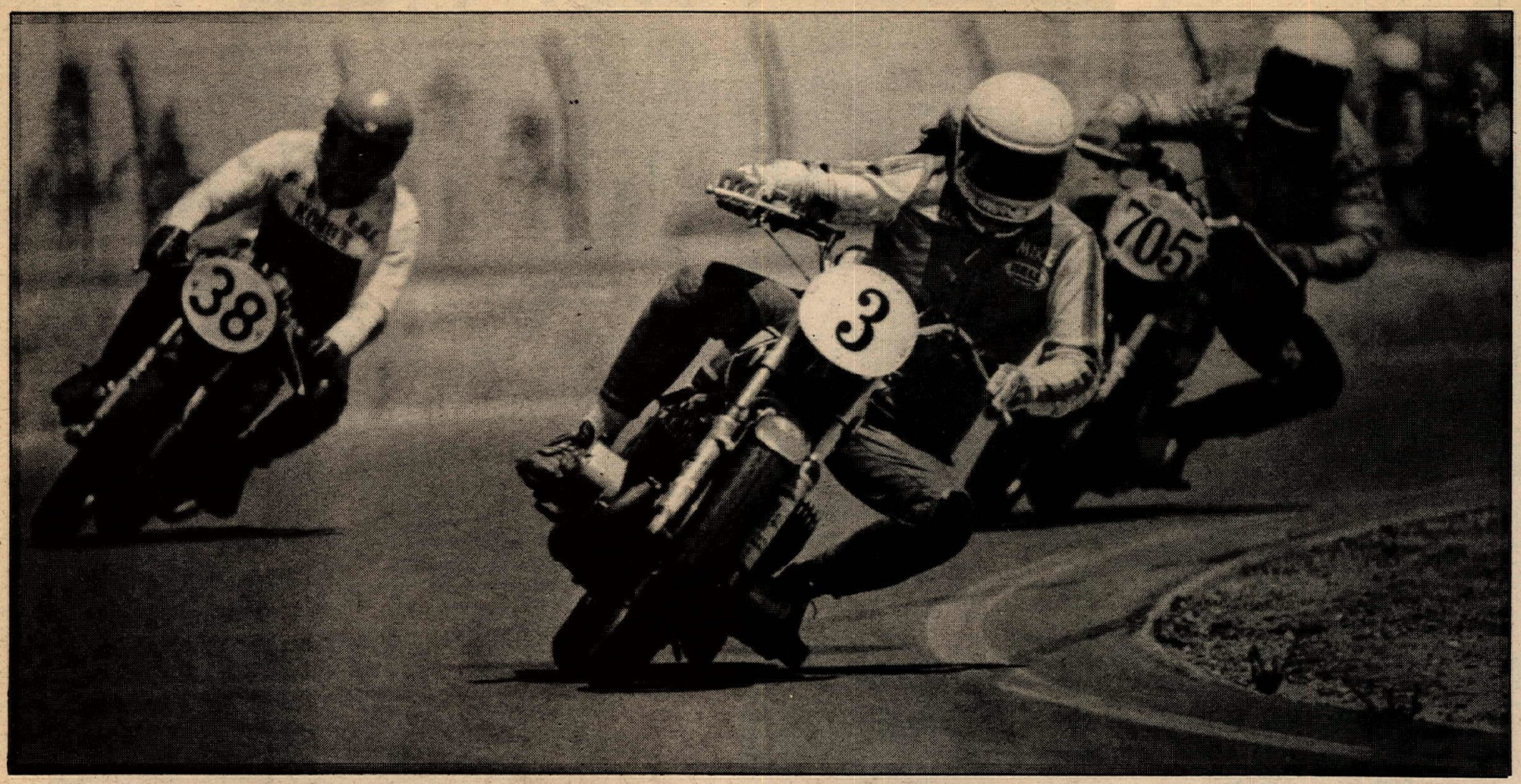
Johnny isn't sure about the future of his racing effort. This year he's been trying to break in a new rider (David Emde) on the local race circuit.

"It gives us a little prestige," says Johnny Kokinos, talking about his BMW. "It shows that a little shop like this can go out and do it as well as the factory, maybe better. They didn't give us any help in money or parts, because they didn't want us to beat them. They said we'd never beat them, but we did." (Pierce blew off the "factory" bikes at Laguna in '75.)

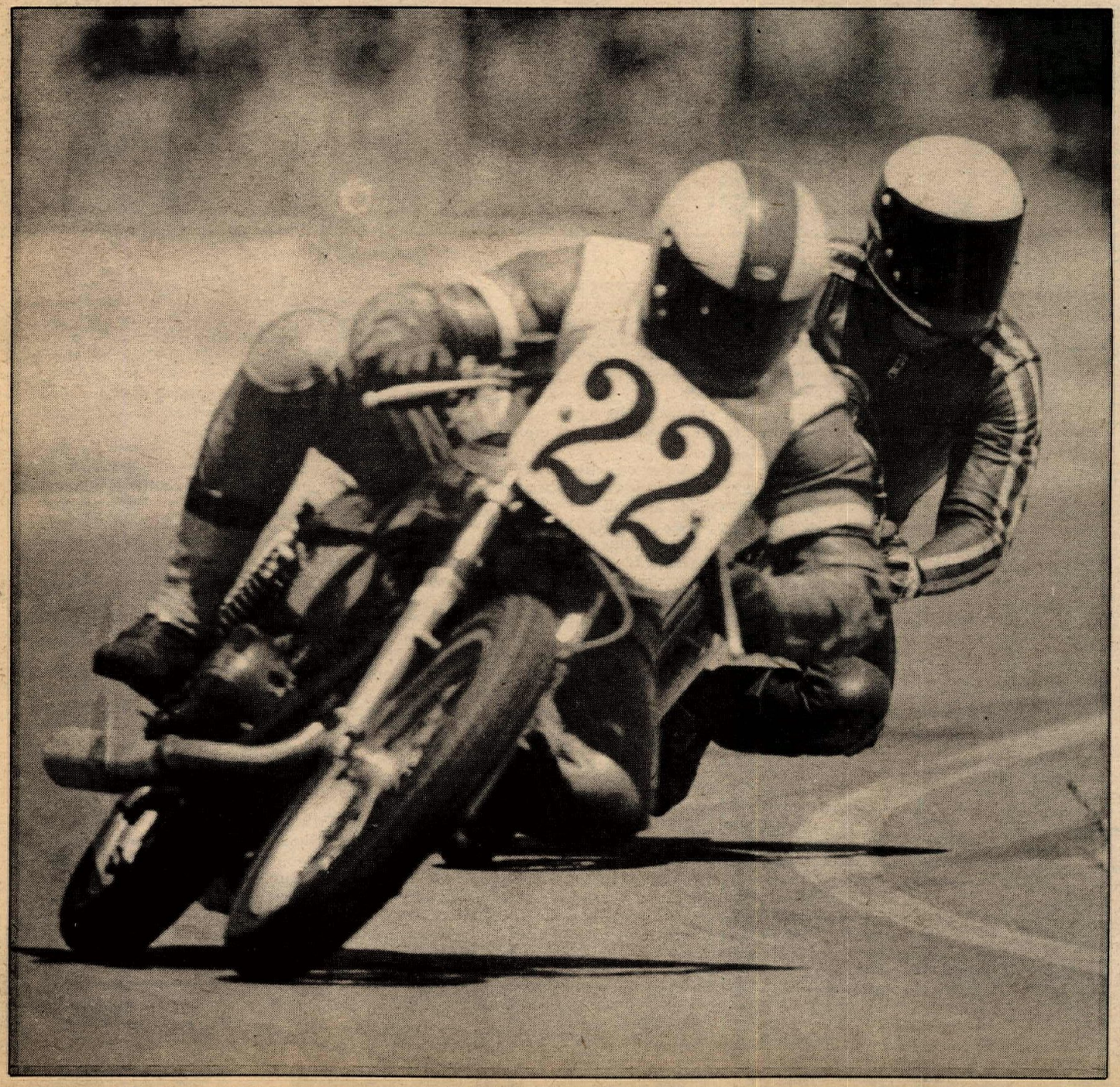
Johnny Kokinos has the fever. And the fever-built bullet. ●

'It shows a little shop can go out and do it...'

Road race special



Mike Velasco (Kaw 500) leads Dick Fuller (Yam 350) and Emile Mullick (Hon 750) on the opening laps of 500-750 Open Production. Velasco crashed, Fuller won 500 Production, Mullick was second 750 Production. (Below) Tom Hayner leads Robert Lebo in 350 Production. Dick Fuller (not shown) won.



CMC RR: Emde, deLespinay, Kilgroe run away

By J.D. Ulrich

ONTARIO, CAL., AUG. 22

Philippe deLespinay came from behind to shatter the 125 GP class, David Emde again won every race he started, and Dick Kilgroe dominated big-bore street bike racing at Ontario Motor Speedway Sunday.

DeLespinay, riding his home-built "Garbage Can Special" (the trickest "garbage can" we'll ever see), got off the starting grid third. Jeff Steele, on a more conventional air cooled TA125 Yamaha, led, with Mike Velasco third on a Kawasaki F7 made into a GP machine. DeLespinay *flew* past Steele on the back straight, trailed by Velasco, who also passed Steele.

By the third lap, deLespinay had a giant lead, then, on the fourth lap sat up on the straightaway in front of the grandstands, and waved Velasco and Steele by.

Velasco continued to stretch out his lead. When the last lap flag came out, Steele had 300 feet on deLesinay. Then, in a tremendous burst coming off Turn 19 to start the last circuit, deLespinay picked up all of Steele's lead, wailed past as they crossed the starting line, and stretched out 300 feet on Steele. While he did not catch Velasco, deLespinay won 125 GP easily.

Meanwhile, behind the leaders, John Hewitt (RD 200 Yamaha), Flem Juliussen (100 Kaw), and Robert King (TA 125 Yam) had their own terrific battle. King had the fastest bike, but

Dick Kilgroe, legendary road racer, won a whole bunch of street bike races at Ontario.

Juliussen and Hewitt often outbraked and passed King, only to be repassed on the straighter sections of the course. Hewitt kept diving in on his Production machine, passing King and Juliussen at Turn 19, and every other tight section of the Ontario course. Finally King got too much distance on the straight and banking for the slower machines. King was third in 125 GP, Juliussen won 100 GP, and Hewitt was second in 200 GP.

David Emde led the start of 250 GP, chased by Harry Klinzmann, Rudy Galindo, Dick Fuller, and Kent Rockwell. Emde stretched it out, on his Mark Yamaha while Galindo went after Klinzmann. For three laps in a row, Galindo (Hap Jones Yamaha) passed Klinzmann (Ron Pierce Yamaha) won the outside of Turn 18, and left-hander, setting himself up for the inside on Turn 19, the tight-hander immediately following. But with Klinzmann close on his left, Galindo was forced into a tight entrance to Turn 19. Every time, Klinzmann squared off the turn and dove back under Galindo as Galindo was forced by inertia to exit the turn wide.

Finally, Galindo crashed in Turn Six while leading Klinzmann. He was unhurt and restarted, but was not again in the hunt.

Riding a Mack Kambayashi Yamaha identical to Emde's Tony Murphy kept moving up in the pack, passing Dick Fuller (Korb's Trading Post Yamaha) on the last lap. Behind Fuller came Whitney Blakeslee, Rocky Rockwell, and Wally Karpnec in a tight group.

Emde ran away with the Open GP on Gene Romero's spare Don Vesco TZ750, never challenged. Rocky Rockwell won the concurrently-run 350 GP class.

Dick Kilgroe lept into the lead of Open Production on his Kawasaki Z-1, which was no surprise in the absence of Ken Gill, Mike Parriott, and Keith Code. But what *was* a surprise was that John Glover rode a Mr. Jags 850 Norton Interstate in a strong second place, far ahead of David Breetwor (Triumph 750), Dick Fuller (Yamaha 360), Emile Mullick (Honda 750), and Tom Hayner (Yamaha 350).

According to Steve Peterman of Mr. Jags, the Norton was painfully slow. Indeed, it always seemed slow when Peterman rode it. But with Glover aboard, the bike just flew. Finally, ignition wire vibrated loose, ending Glover's ride.

Glover rode the bike in four-stroke GP as well, but stopped and jumped off when the "snortin' Norton" burst into flames on the back straight. The fire was quickly put out.

Kilgroe went on to win Open 4-stroke GP and Super Cafe by wide margins.

Results in Results Section.

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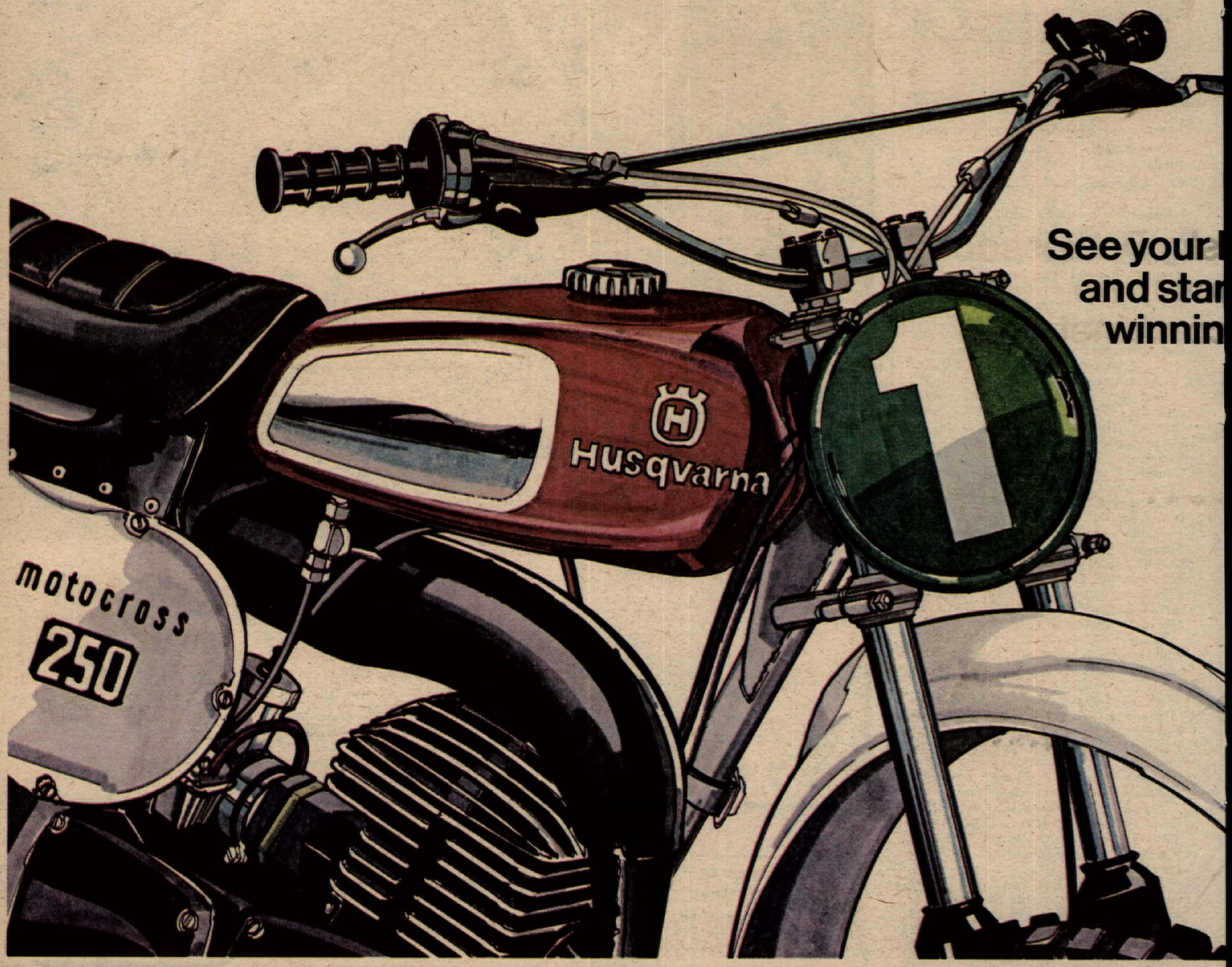

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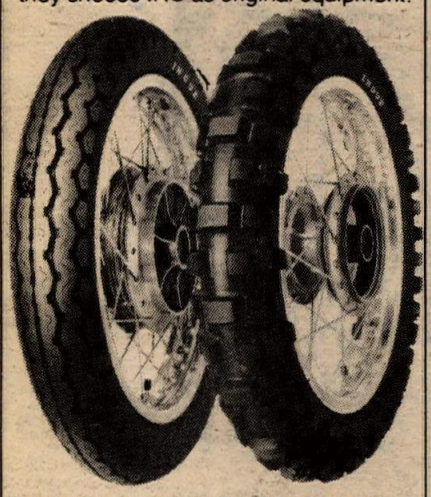

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Road race special

Gill and Emde win with AFM

By J.D. Ulrich

ONTARIO, CAL., AUG. 8

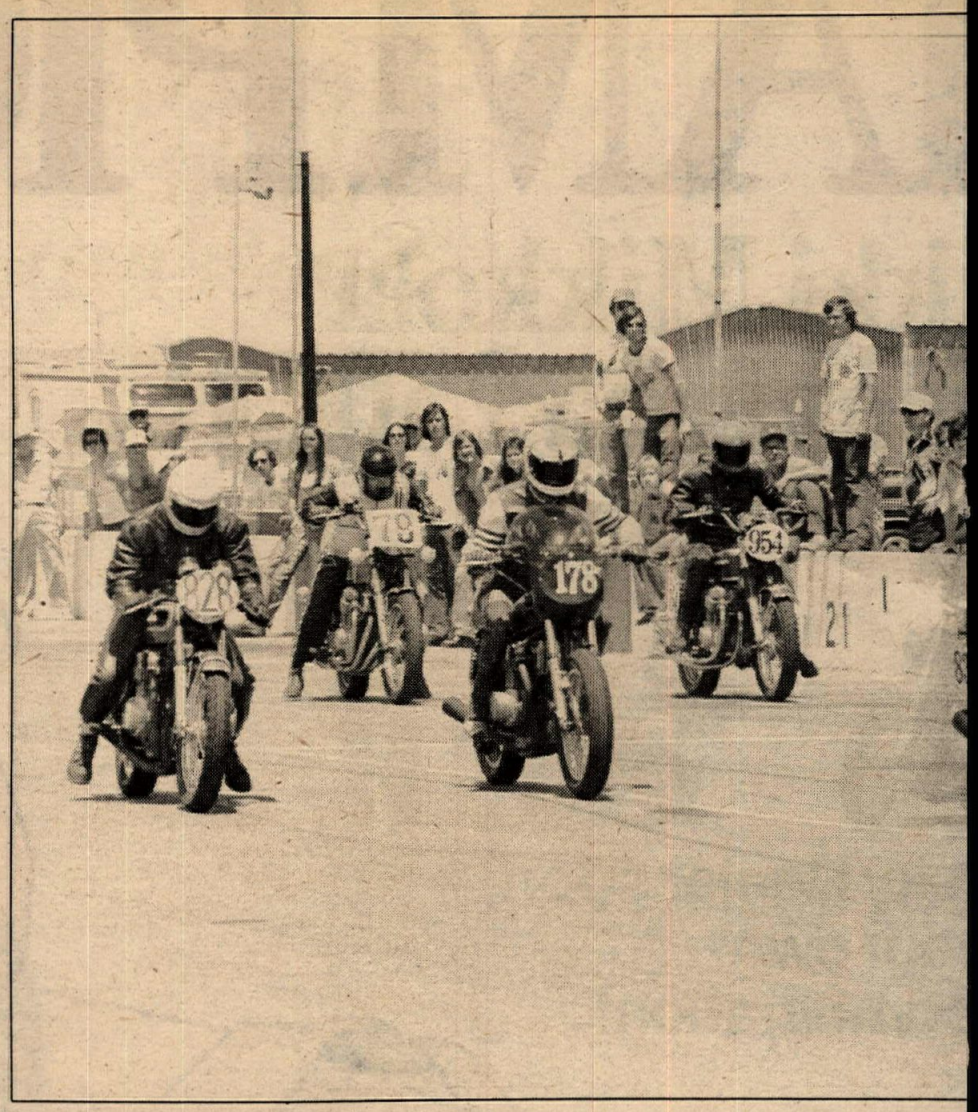
Ken Gill and David Emde both won two classes at Ontario Motor Speedway Sunday. Gill rode his Leland-Nakagawa-prepared Kawasaki Z-1 to easy wins in Open Production and Open Superstreet clases. Emde won both 250 and 750cc GP after surprising early-lap challenges in each race.

Gill led Open Production from the first lap to the finish, never seriously challenged by second-place Mike Velasco (Kaw). For awhile Velasco was busy holding off third overall, first 750cc, Paul Ritter (Duc), but in the end, it was Gill, Velasco, and Ritter cruising alone, a few seconds apart.

Gill won Open Superstreet and the Camber Company $20 contingency by beating Jim Haberlin (Tri 970). "I wasn't trying to be a smart ass," said Gill after the race, when asked why his lap times suddenly dropped and Haberlin caught up to him during the Superstreet race. "I just thought that would be a better show for the spectators." Show or not, Gill always had control of the race, and at the finish was first.

Wally Karpynec had the holeshot off the 250 GP line, followed by Harry Klinzmann and David Emde. By the halfway mark of the first lap Emde had control, but Karpynec held off Klinzmann to the finish. Karpynec credited his new-found speed to his Mack-equipped monoshock. Klinzmannn was recovering from a flu bout. Emde won with a giant lead.

The talk in the pits before Open GP was that Klinzmann might not ride the class, still feeling sick from the 250 GP race. But Harry not only *did* ride, he led the first three laps on his basically stock TZ750. David Emde, on his Don Vesco prepared TZ750, (Gene Romero's spare bike) dove under Klinzmann in the tenth turn of the third lap to take the lead and, eventually, the win. A starting-line wheelie and mistake in picking a line on the bank early in the race hindered Emde and kept him from leading earlier. Once in front, Emde stretched it out on his faster Yamaha.



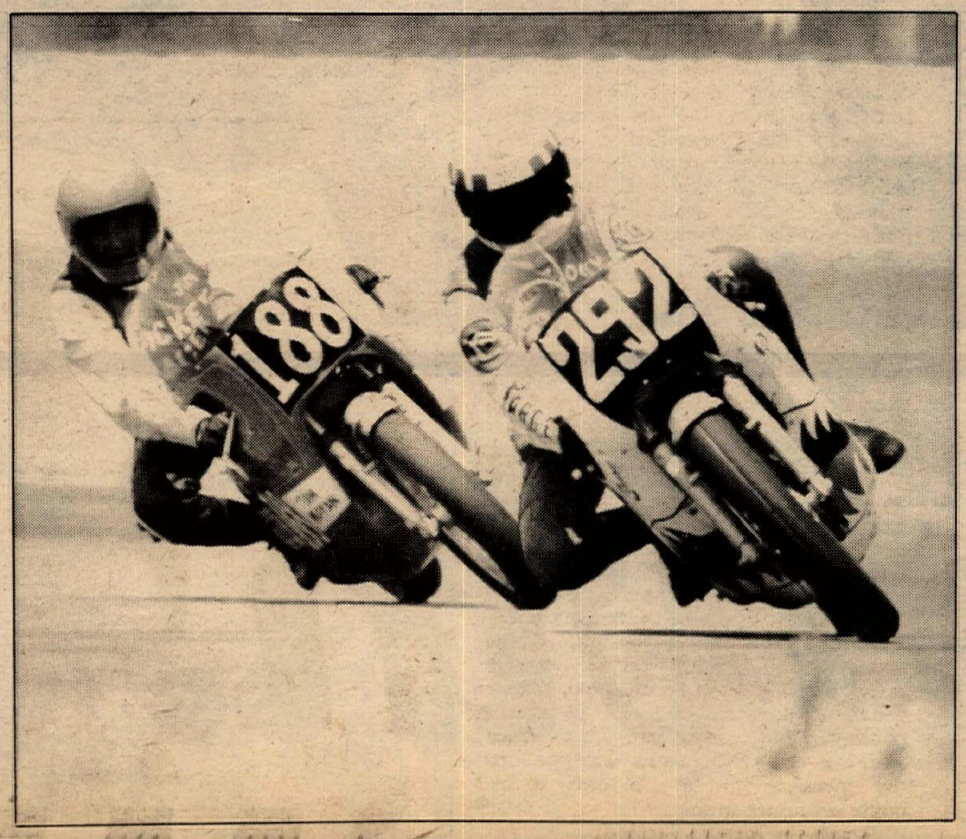
The Texas World Speedway starting grid was the center of attention during 750 cafe actio

The combined 125/200 Production and 50/100 GP race was unexpectedly filled with action. John Chermak, 200 Production class champion, led the first lap, chased by Bill McGrill (Yamaha 200 Prod), Bob Brooks (Kaw 100 GP), Mike McAvoy (Kaw 100 GP), Tim Roberts (Suz 200 Prod), Jill Keenan (200 Hon Prod), and Flem Juliussen, (Kaw 100 GP) all in tight clump.

One lap later in Turn 18, it was McAvoy, McGrill, Brooks, Roberts, Chermak, Juliussen, and Keenan. McAvoy held and stretched out his lead, but behind him chaos reigned. Another lap and McGrill was second, with Chermak trailing in third, and Juliussen, Keenan, Brooks, and Roberts fighting back and forth among themselves. Then Keenan crashed, ending her back and forth dice with Roberts and Juliussen. The procession stretched out. At the finish, it was McAvoy, McGrill, Chermak, Roberts, Juliussen, and Brooks.

Chermak led the first lap of the 410 Production race, chased by Larry Cochran, Robert Lebo, Mike Raney, Alan Gingerelli, and Tom Hayner. Gingerelli blasted by for the lead on the second lap, but ran off at the track cut-off for the short course. Instead of

Rocky Rockwell (292) leads Jim Vialovos (188) in early scrap.



. . . and Wally Karpynec (167) beat Klinzma

STEVE UECKERT

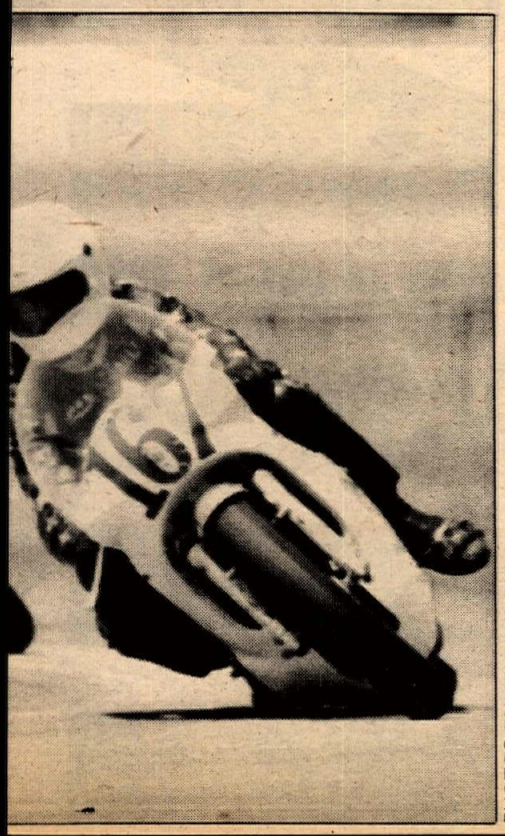
making the turn, Gingerelli rode off into the fields. He was never again in contention for first.

But Chermak, Cochran, Lebo, Raney, and Hayner were all in contention, and proved it by shuffling places in what must have been two-dozen lead changes during the 10-lap event. All led at one point or another during the race. At the finish, it was Lebo, Hayner, Raney, and Chermak. All rode Yamaha RD 350s.

Philippe deLespinay won 125 GP on his "Garbage Can Special" again. Bob Nolan won 50cc GP on his Moto Villa again, too. ●

Results in Results Section.

n 250 GP.



PHOTOS BY JOHN ULRICH

Texas World Speedway:

W/ERA Under the sun

By Steve Ueckert

COLLEGE STATION, TX., AUG. 14-15

Hot, hot racing, figuratively as well as literally, was the way of the day for the W.E.R.A. regional series of competition at Texas World Speedway. One rider, Mike Ward, was pacing off some laps in the pre-race practice when he passed out from heat exhaustion, fell and broke his collarbone. As the day went on, the temperature kept on going up finally peaking out somewhere over 120 degrees in the pits. The refreshment stand did a gold mine's worth of business dispensing "cool-one after cool-one" to the thirsty Texans. Over 100 riders particpated under the hot Texas sun. Freddie Spencer trucked in from Shreveport, Louisiana to run his Yamahas to some impressive victories. Spencer, by the way, is currently tied for the third position in national standings in the tight competition of 410 Production. Not bad for a 14-year-old. Freddie's only comment about the final day of racing was, "It's hot, it is definitely hot!" Greg Bauer, riding a Z-1 from A.J. Foyt Kawasaki in nearby Houston described the scorching midsummer heat as the only real difference between this weekend's racing and all of the prior weekends at Texas World Speeway.

When W.E.R.A. and the Central Road Race Club say stock, they mean right out of the box and nothing else. But in the modified classes, particularly Grand Prix, the name of the game is unsupercharged power. And within that limitation, an awful lot happens. But for the low-buck boys who still like to compete, there are also accomodations. One such case is the home-brewed bike of Daniel Allford and Larry Liberty, both of Austin, Texas. Their bike, labeled as the 'Zimbazi', has something for almost everybody. The frame is a small Yamaha dirt bike that in its prior life saw street action before abruptly parking against a Cadillac. In the power department, a Yamaha 100 bottom end is topped off by 125 barrels; and the engine is fed its mixture of gas and oil by a modified oil injection system. In the interest of horsepower, the magneto was pulled and the engine's battery spends much of its between race time on a recharger. The bike's steering and front suspension is provided by Honda and the fuel is carried in a Yam 360 enduro tank. Now that's ingenuity. Jack Kelly is one competitor who has run in every one of the W.E.R.A. races at Texas World Speedway.

Several riders expressed concern about rider fatigue in the extreme heat and even though one was hurt during practice, cool-headed caution on the rider's part kept the racing clean. Just in time for the last race of the day, a cooling cloud cover moved overhead and the air temperature dropped into the pleasant mid-80s, if only it had come six hours sooner. ●

Results in Results Section.

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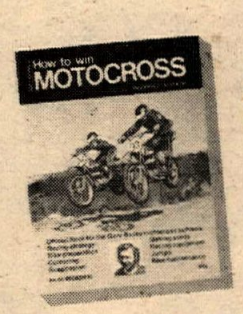

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By Chris Carter
Photos by Francois Beau

IMATRA, FINLAND, AUGUST 1
Pat Hennen made motorcycle road racing history on Sunday by being the first American to win a Grand Prix race when he led the 500cc event at the Finnish Grand Prix from start to finish.

Hennen, making his debut on the World Championship trail this season, always had things under control, and he led Finn Teuvo Lansivuori home by almost half a minute.

New 500cc World Champion Barry Sheene decided not to race at the event because of dissatisfaction with the start money offered, but his absence, although disappointing for the 50,000 fans who lined the roads of the Imatra circuit, just five kilometres from the Russian border, meant a wide-open race.

The day's other events, all solo races, produced moments of tremendous excitement and acute boredom. The 350cc saw Walter Villa notch the first win of his double but the battle behind, which saw Dieter Braun, Tom Herron and Chas Mortimer finish the race just a few feet apart, was superb.

Mortimer's fight back after a diabolical start earned him the 350cc championship lead, with Villa and Cecotto close on his tail. Only three points separate the leading trio.

Villa won the 250cc event, too, but this time he had to fight a little harder for his success. The little Harley-Davidson is like a rocket on wheels and he won easily, with championship contender Takazumi Katayama second and Pentti Korhonen third.

That win puts Villa back into a two-point championship lead from Katayama.

And Angel Nieto might well have won both the 50 and 125cc races, but instead his day's scorecard read one fall and one engine failure.

He crashed in the 50cc race, run on wet roads, while trying to catch Belgian Julian Van Zeebroeck who suddenly clicked into form. But with Swiss ace Ulrich Graf taking second spot and Herbert Rittberger only managing fourth, the 50cc title chase is gripping, too.

Nieto's Bultaco stopped early in the 125cc race when he was battling with Henk Van Kessel for second place. However they never looked like beating the invincible Pierpaolo Bianchi and his Morbidelli.

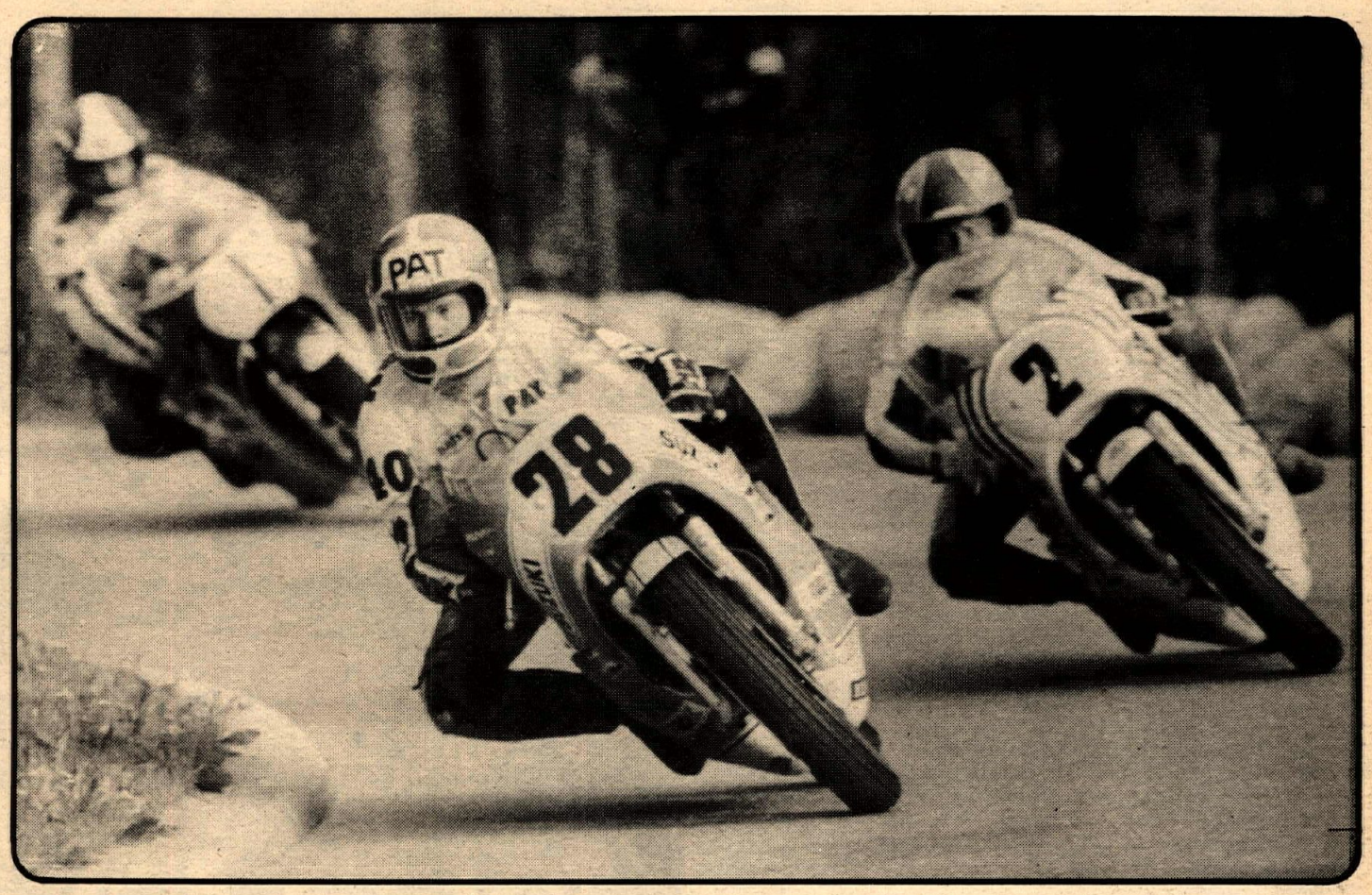
Even with Nieto out, Van Kessel had a problem on his hands with West German Gert Bender, though the Dutchman's Condor was faster. A tailender baulked him at a crucial moment on the last lap and he had to settle for third spot, chased in vain by young Frenchman Jean Louis Guinabodet whose private Morbidelli was quicker, it appeared, than Pileri's works bike, for the reigning World Champion was fifth.

The 350cc race opened the day, and though still fine, the threat of heavy rain showers was enough to persuade the organizers to ban slicks in all classes, for the races as well as the practice period.

Johnny Cecotto's practice session on Saturday afternoon in fact did him very little good. He was quickest of all, but he used "slicks" and the FIM Jury, meeting later that day, added a fraction more than three seconds to his time dropped him from first to tenth place on the leaderboard.

Cecotto's efforts to over come this perhaps self-inflicted handicap led to his undoing on the first lap of the 20-lap 350cc event. He crashed trying to outbrake Chas Mortimer, who himself had not made the best of starts.

He was unhurt but well down and one lap from the checkered flag he pulled out, having failed to climb into the points.



Californian Pat Hennen leads Lansivuori and Agostini in the 500cc event. Hennen held off charges by both for his victory and in doing so became the first American to win a road race GP.

Few people watched his efforts for all eyes were up front. Villa led from start to finish, but after Giacomo Agostini's MV had stopped once again with ignition failure, the scrap for second place was between Tom Herron and Dieter Braun. Braun's Morbidelli was quick but Herron is on form at the moment and the pair continually passed and repassed. Behind them Chas Mortimer was moving quickly through the pack. Eighteenth on the first lap he was circulating much quicker than almost everyone, and by the end of the tenth lap he was seventh - only 16 seconds behind the Braun/Herron dice.

It looked as though Chas might do it, but at the flag Dieter held off Tom and the Ulsterman was just a little way clear of Mortimer. Another lap or two, though and it could have been a very different story.

Bruno Kneubuhler also made a poor start and he charged through the field to grab fifth place on the last lap from under the nose of young Frenchman Gerard Choukroun, who had to fly the Gauloises flag on his own after Patrick Pons had crashed in practice at the level crossing and broken his collarbone.

Rain held off till the race ended, but the 50cc event which followed was run on streaming roads. Nieto led after passing Ulrich Graf, but then the Spaniard found an unexpected challenge from Belgian Julian Van Zeebroeck.

Julian swept into the lead on the fifth lap and Nieto crashed soon after - either from giving his Bultaco too much throttle or an engine failure.

Graf was left an easy second place and behind him the race was a rather boring affair with Eugenio Lazzarini improving his championship hopes by beating West German Herbert Rittberger on the Van Veen-tuned Kreidler.

Pentti Korhonen led the 250cc for just five of its scheduled 19 laps, then Takazumi Katayama swooped past. Soon after, Walter Villa's high-speed Harley-Davidson took both the Japanese ace and the Finn.

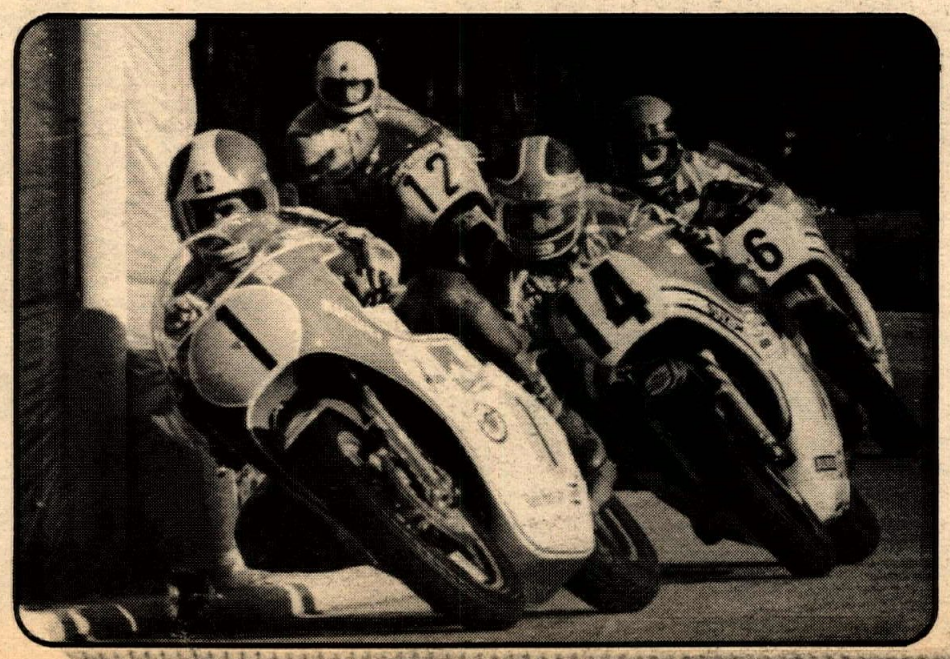
Once Mortimer, fourth fastest in practice, made a terrible start and though he was moving rapidly through the field his race ended early on because of a front fork problem. Alex George was out early, too, his Suzuki sliding away from him on a fast bend. He crashed, injuring his thumb and badly damaging the bike.

Tom Herron's brief excursion as a Suzuki GB teamster was not a roaring success, sad to say. The bike oiled a plug in the early stages and he pulled out. New Zealander Stu Avant crashed on the first lap when his brakes failed and his out-of-control machine rammed the unlucky Boet Van Dulmen, bringing him off.

Avant's leg was badly bruised and Boet, though able to remount, was not happy with his handicap and pulled out when he saw how hopeless his task was. Fellow countryman Marcel Ankone looked set for a good place, too, until a faulty front brake forced him to stop.

While Hennen raced on to the cheers of the crowd Austrian Karl Auer pushed his machine home out of petrol, to grab tenth place and one hard-earned championship point. •

Shoulder brushing the padded pole, Ago leads a race-within-a-race.



Results

50cc: 1. Julien Van Zeebroeck (Kre); 2. Ulrich Graf (Kre); 3. Eugenio Lazzarini (Kre); 4. Herbert Pittberger (Kre); 5. Hans J. Hummel (Kre); 6. Theo Timmer (Kre); 7. Rolf Blatter (Kre); 8. Cees Van Dongen (Kre); 9. Gerrit Strikker (Kre); 10. Gunter Schirnhofer (Kre).

125cc: 1. Pierpaolo Bianchi (Mor); 2. Gert Bender (Ben); 3. Henk Van Kessel (AGV); 4. Jean-Louis Guignabodet (Mor); 5. Paolo Pileri (Mor); 6. Stefan Dorflinger (Mor); 7. Anton Mang (Mor); 8. Per-Edw. Carlsson (Mor); 9. Matti Kinnunen (Mor); 10. Eugenio Lazzarini (Mor).

250cc: 1. Walter Villa (H-D); 2. Takazumi Katayama (Yam); 3. Gianfranco Bonera (H-D); 4. Pentti Korhonen (Yam); 5. Tom Herron (Yam); 6. Dieter Braun (Yam); 7. John Dodds (Yam); 8. Patrick Fernandez (Yam); 9. Jean-Fr. Balde (Yam); 10. Henk Van Kessel (Yam).

350cc: 1. Walter Villa (H-D); 2. Dieter Braun (Mor); 3. Tom Herron (Yam); 4. Chas Mortimer (Yam); 5. Bruno Kneubuhler (Yam); 6. Gerard Choukroun (Yam); 7. Jon Ekerold (Yam); 8. Victor Palomo (Yam); 9. John Dodds (Yam); 10. Patrick Fernandez (Yam).

500cc: 1. Patrick Hennen (Suz); 2. Teuvo Lansivuori (Suz); 3. Philippe Coulon (Suz); 4. John Newbold (Suz); 5. Marco Luccinelli (Suz); 6. Dieter Braun (Suz); 7. Jack Findlay (Suz); 8. Christian Estrosi (Suz); 9. Pekka Nurmi (Yam); 10. Karl Auer (Yam).

Road race special

125 GP pocket rocket;

Yamaha TA-125 barely

By John Ulrich

When Philippe deLespinay first showed up with his water-cooled 125cc Yamaha GP racer at a Southern California club race, his competition snickered. DeLespinay was not the first to bring such a machine to Ontario Motor Speedway. But the competition, which at the time thought its finely-honed air-cooled TA125s invincible, had not counted on deLespinay's skill as a one-man R&D department.

It took deLespinay three races of sorting-out before his bike could beat the air-cooleds run by Dan Spisak, John Lassak, and Doug Draper in AFM road racing. But suddenly, deLespinay was winning, and winning big.

Although he says the bike is still in early stages of development, deLespinay's machine is simply the fastest, best-handling machine on the tarmac in Southern California, and probably in the United States.

Once you take a close look, it's easy to see why. Wet, with water in the KR250 Kawasaki radiator, the bike weighs 180 pounds (dry, it weighs 165).

DeLespinay is helped in racing this remarkable machine by several sponsors. California Cycle Center of Santa Ana, California picks up the tab for parts. Hurley Wilvert helped re-design the frame geometry, built the high-rpm pipes, and modified the carbs, fork, and shocks.

The brazed Reynolds 5130 frame started as a Jack Machin racing frame from England. DeLespinay and Wilvert worked with C&J Frames to change the head angle, reinforce the frame for added rigidity, and alter the swingarm to accept 40 degree lay-down rear shocks for 5" of travel (opposed to 1½" stock). The frame is very narrow at the rear-sets, adding to ground clearance.

Wilvert and deLespinay modified the fork for what deLespinay describes as constant damping, as opposed to progressive damping. In other words, damping is constant no matter what the stage of fork compression. The system, which deLespinay calls "revolutionary," employs dual valving. Wilvert set up the shocks the same way, (dual valve) out of Mulholland parts.

The 30mm Mikuni carbs were shortened 1" at the front of the carb bore, for the effect of short air intake for the cylinder.

The front brakes are twin 2025T6 aluminum discs – unplated – from France, with Honda CB500 calipers and pucks. The brake set-up has been used in its current form (with the same discs, calipers, and pads) on various 125GP bikes ridden by deLespinay during the last two years.

"I can outbrake everybody in the field quite easily with this brake," says deLespinay.

He can also go around corners faster, thanks to the frame and the 2.75 X 18 French Dunlop K81 soft-compound tires supplied by Harry Hunt.

The fairing is a highly-modified Marty Lunde model. The shield is unbreakable polystyrene.

The real trickery comes in the engine. The water-cooled cylinder and head came from France. DeLespinay built the water pump himself. The radiator is off a KR250 Kawasaki.

A stock Yamaha TA125 crank was rebuilt using different bearings, ones deLespinay feels are higher quality. The cases were milled and matched until no transmission shims were necessary, with only a few crank shims required.

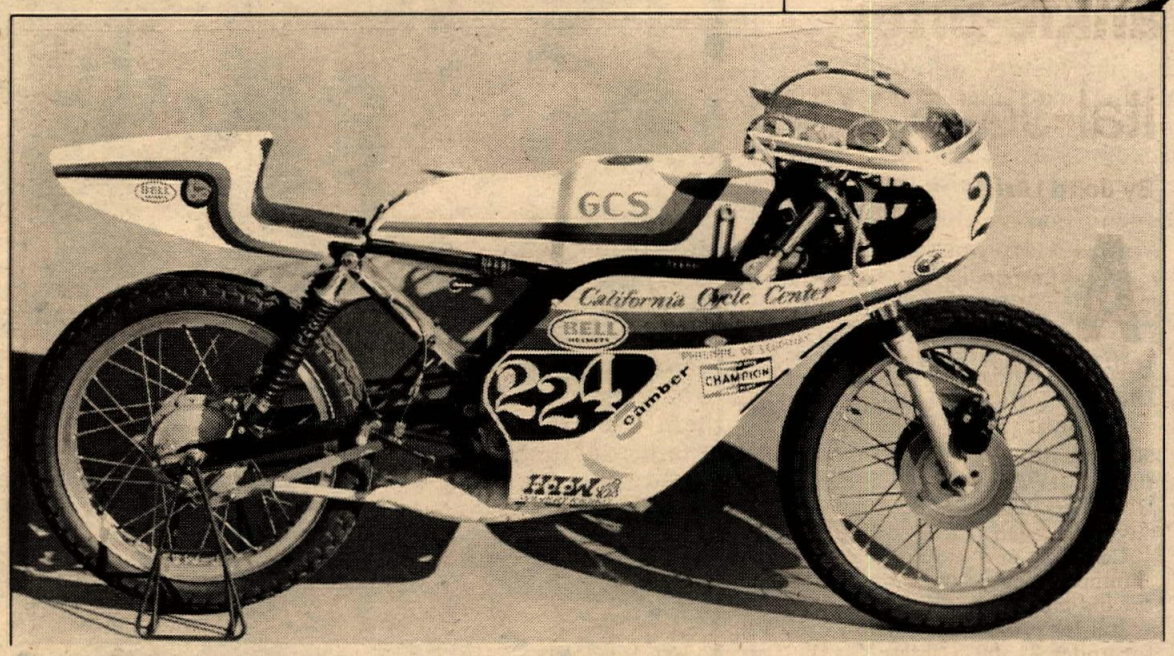
Two of the five gears – first and fifth – are Martin Engineering replacements from England, with a wider-than-stock spread. The other three are stock Yamaha parts machined to a peak for minimum running-resistance and maximum ease of shifting.

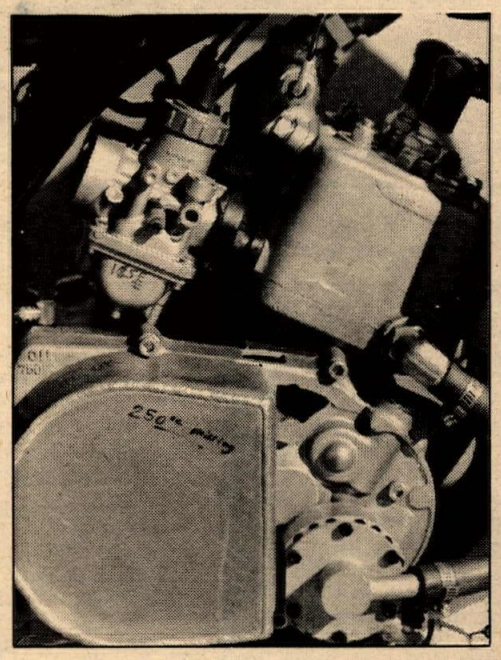
Stock Yamaha pistons are shot peened for strength to withstand the 16,000 red line used with the Wilvert rpm pipes. The pistons are X-rayed whenever the engine is apart.

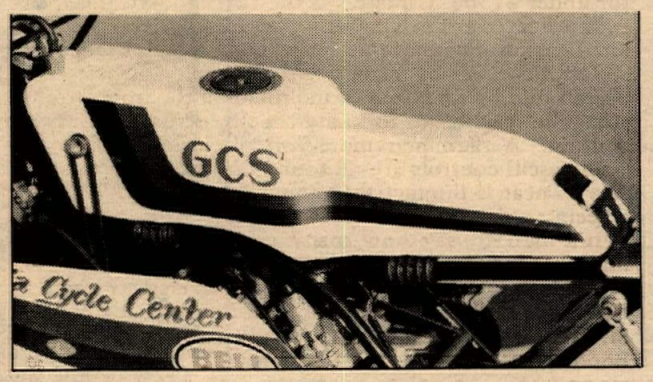
DeLespinay says that he runs the bike very rich "to keep it together longer." He estimates that an additional 10-15 mph are available if the bike is jetted properly, but he points out that the one time he did dial in the jetting perfectly, the crank broke (in one of the first three races he ran with the bike).

Geared 16-37 like several TA125s in the class, deLespinay's bike is noticably faster in top end. His best lap time on the long version of Ontario's road course was 2:25.

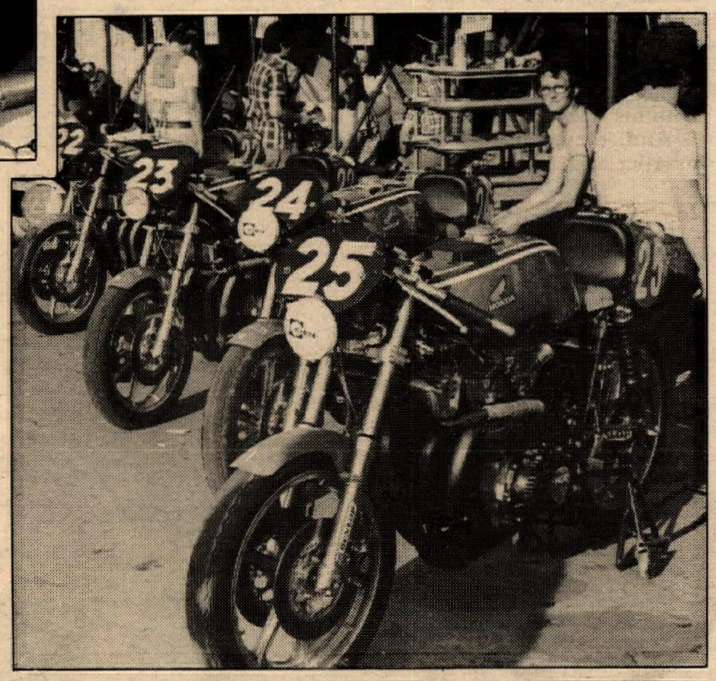
According to our clocks, if deLespinay had run his 125 in 250 GP that day, he would have come in eighth in 250 GP with 2:25 lap times. His lap times were comparable to those turned by the 750cc Triumph Trident that won the AFM Six-Hour road race in April of this year.







(Above) The Garbage Can Special or GCS is the handiwork of the Count Philippe de Lespinay. (Left) H1R clutch and hand made water pump.

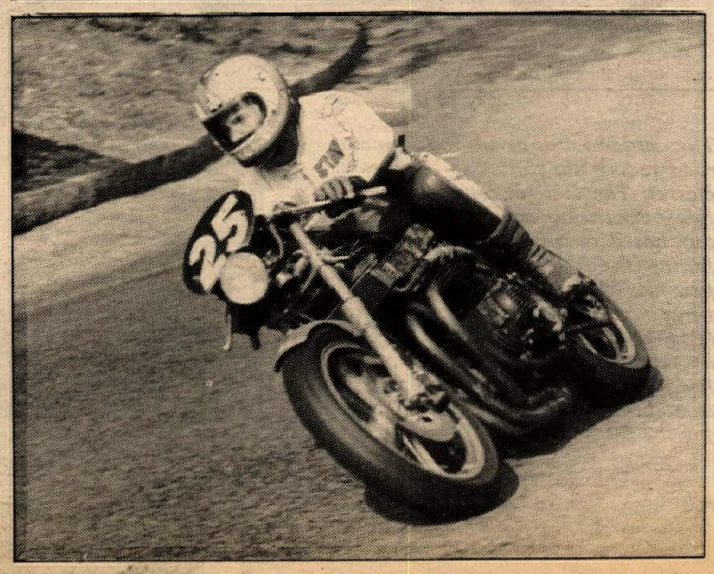


Honda's 941 RCB

$2 million marathon runners

French correspondent Phillipe DeBarle reports that Honda expect to spend about $2 million on its four-bike Coupe d'Endurance team of racers in 1976. At this writing, that expenditure had netted them victories at the 1,000 km of Mugello by the team of Leon/Chemarin and at the Barcelona 24-hour by Stan Woods (shown)/Charlie Williams.

The DOHC fours, designated "RCB750", actually displace 941cc and weigh 360 pounds ready to race. The tires they were running at Barcelona were hand-grooved Dunlop KR slicks. The engine breathes through four CV Keihins and exhausts into a monster collector/muffler. No word on the db rating.



50cc GP over the counter ankle-biter;

Ital-Jet 50 GP

By John Ulrich

At 15 years old, Mario Caldato, Jr. is one of the youngest factory-sponsored road racers in memory.

Like most "factory" riders, Caldato is in fact sponsored by the American distributor of his make of machine, Ital-Jet. What makes Caldato's sponsorship different is the fact that the youngster from Los Angeles has never won a road race.

Caldato races 50cc GP in Southern California club races. He started at age 14, sponsored by his father – a personal friend of the Ital-Jet distributor – on an extremely slow Ital-Jet. The old Ital-Jet 50cc GP racers had cast-iron cylinders and heads, and were about as slow as anything called "racer" could be.

Caldato's new mount is also a 50cc GP Ital-Jet, but with a new Minnerelli aluminum engine with integral air scoops, ala Suzuki. It is much faster than the old models.

Ital-Jet plans a production run of 25 USA models for sale in this country for under $1300. Caldato's is the first modern Ital-Jet to hit these shores. It is, in effect, a prototype sent over to judge reaction and potential sales. But identical machines have been sold in Europe for the last two years.

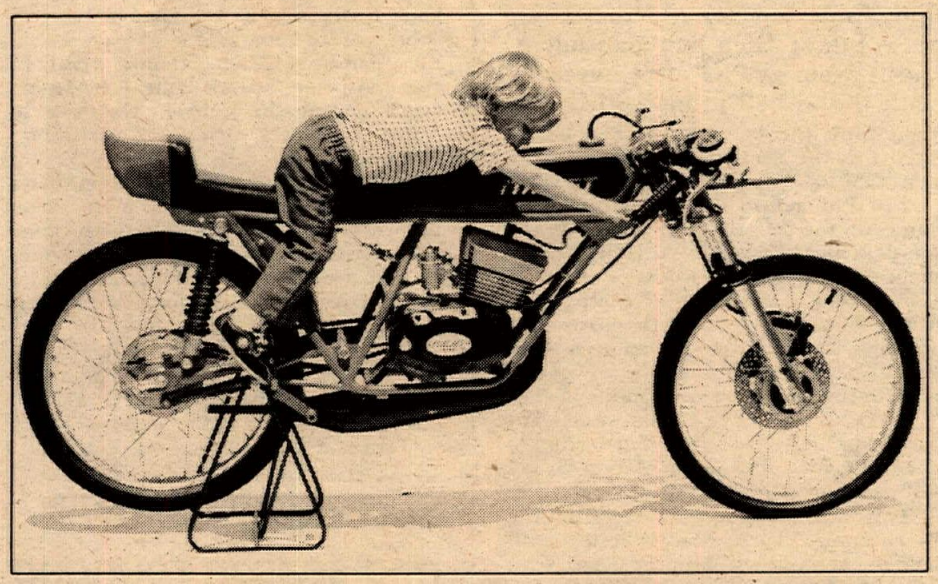
The bike weighs according to Mario Caldato, Sr., just 125 pounds. A Scarab disc brake system is mounted on the front, while a conventional drum stops the rear. Pailoi fork and shocks are used, along with a Dansi electronic ignition. A 22mm remote-float Delorato carb, six-speed transmission, Tommaselli controls are all found on one of the neatest-looking frames ever. Not so neat is the fact that removing the fairing requires taking off the front wheel.

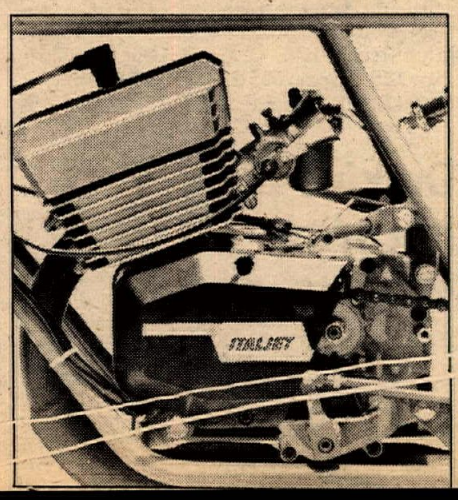
It's hard to say how many people will spring $1300 or so for a 50cc machine that has no hope of winning 50cc GP as long as the ultra-exotic Moto Villa and Rhimghini machines fielded by Franco Garavoglia and Bob Nolan are still on the racetracks of Southern California. But Mario Caldato, Sr. has visions of a new popularity for the class, waves of 50cc machines flooding off the starting grid, carrying a new generation of economy-minded racers.

"When you look at how much it costs to run a 250cc, a 350cc, a 500cc, who can afford it?" asks Caldato, Sr. "Then this bike, it's one great bike for maximum enjoyment without costing too much. It's one great bike for learning driving. I suggest to many people who want to start this kind of GP racing, that this is a good bike without costing too much. With it, you can have fun without spending all your money."

Mario Caldato, Sr. goes on to explain the great satisfaction of fielding a racing effort with a score of zero crashes, zero breakdowns (and zero wins) with his Ital-Jets. Mario Caldato, Jr. is enthusiastic about the fun in his racing.

And, they both point out, it only takes half-a-gallon of gas to run all of practice and a race at Ontario.





The sudden boom in the romance of road racing has spread to the smallest of classes. The Ital-Jet 50 GP is one of the few over-the-counter fifties that can be purchased in this country. (Above) Sans fairing the Ital-Jet weighs less than 125 pounds. The long gastank is less than three inches wide at the seat base. (Right) 50cc road race engines are amazingly durable and inexpensive to keep running. Water-cooled kits are also available from some private companies for the 50 Ital-Jet.

PHOTOS BY JOHN ULRICH

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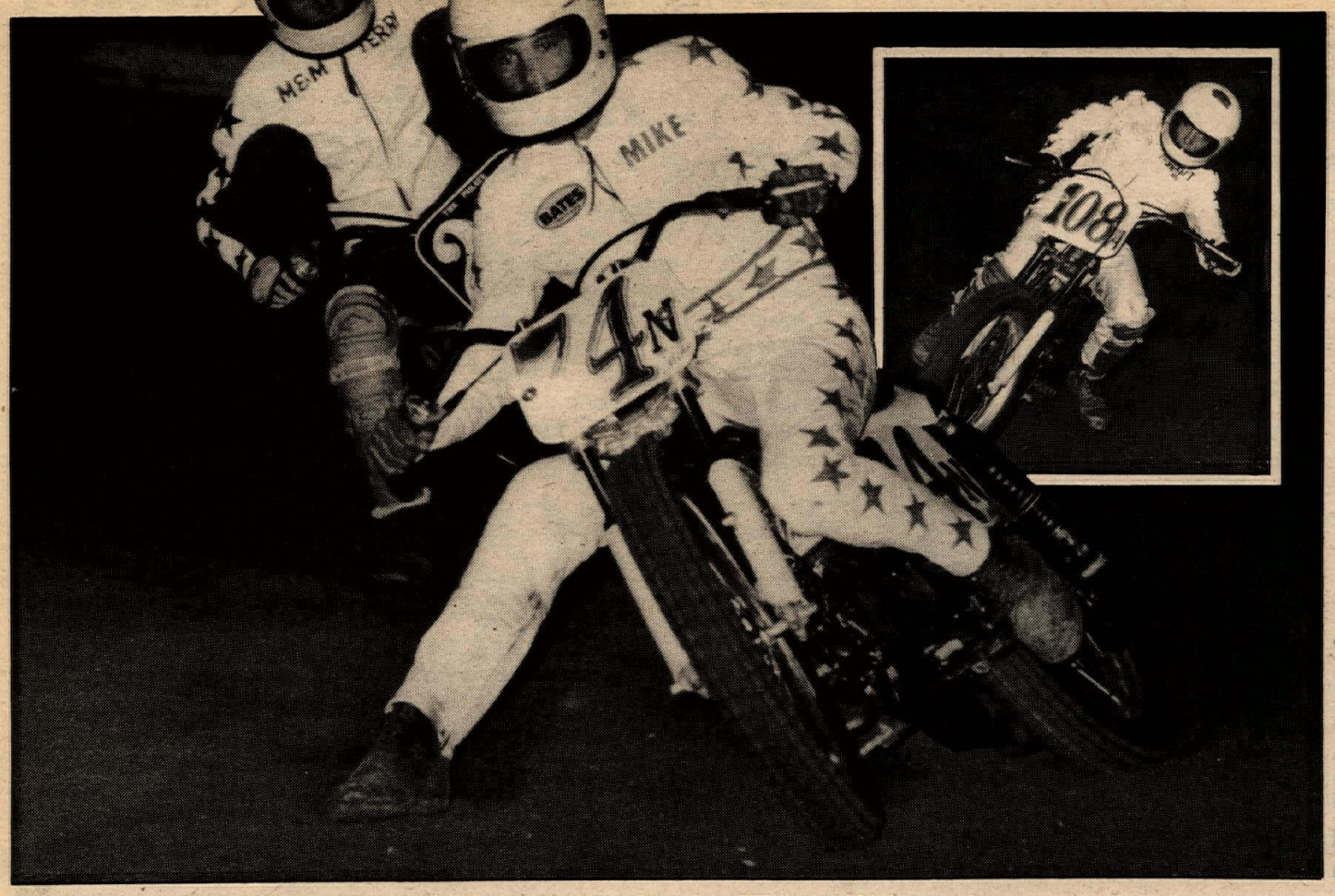
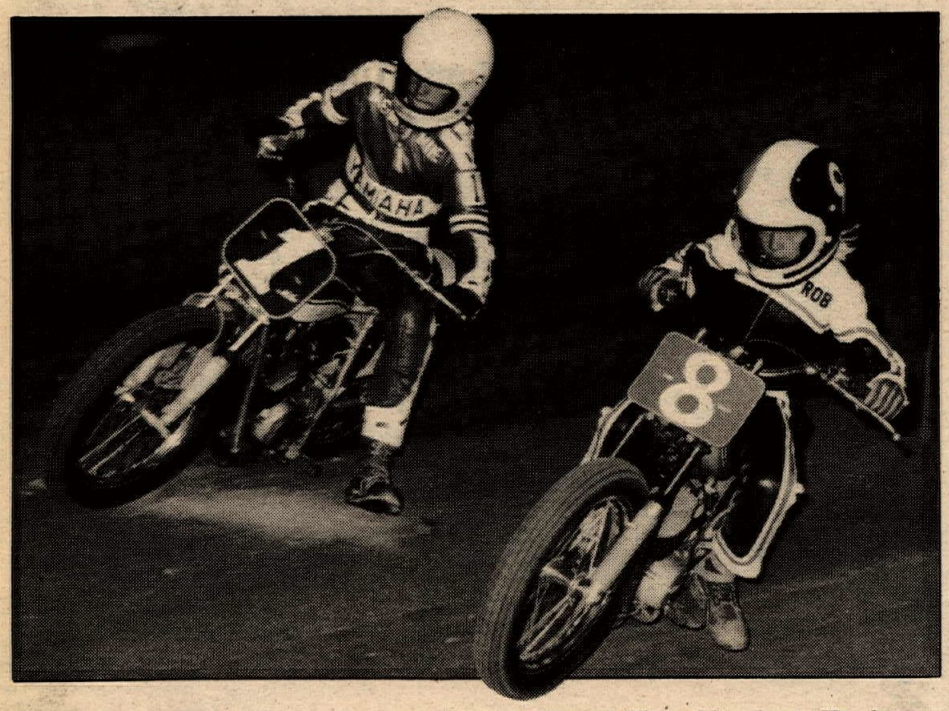


PHOTOS BY COSMIC CAT & CO.

Mike Ragan (4) and Terry The Pirate exercise their right legs at Sprockets TT. (Inset) Dinkins on form.

Rob Ely (8) put it on Mini-rival Garrison (1) during this round.



Sunny Valley point race

By Lynne Diltz

SUNNY VALLEY, ORE., AUG. 8

Another point race is over; one more to go as the championship day gets closer. One of the squeakiest, that will go right to the wire is the 100cc class between Bill Davis and Bruce Smylie. These two speedsters broke even in points, allowing Smylie his slight edge. Both were pitted in a heat along with Robbie Speck. All three came off the line and through the first two turns together, Davis then downed his Suzuki coming out of the inside right-hander, Speck went wide to miss him; Smylie copped the lead and went on to a win there and in the TD. In the Main Event, Smylie's bike bogged on the line, giving him tenth into the first turn. He had worked his way to fourth before the checkered flag, giving Davis first, Speck second and Don Bramblett a third.

The 125 events seemed accident-prone, at best. First heat saw Terry Phillips hit Ron Henderson, dragging him a good hundred feet before both bikes left the track and hit a fence. It took almost 15 minutes to extract Phillips from the rear wheel of Henderson's bike. After two attempts the 125 C was waved off and again, it was Phillips and Henderson without the crash. Debbi McCracken did that on the inside right-hander. Phillips won the C but was held to a second in the B by, according to the result sheet, "Fast" Hill. That must be Kraig. There was a tangle in the same right-hander in that B Main that put Randy Linker and Doug Blagg out of commission.

It took three attempts to get the third heat of 250s off and more than two-thirds of the line had to start from the second row. Kirk Howard edged out John Roberts but couldn't get around Ray Dugan for a TD win. Cecil Arispe shot out of his slump to win the 250 A Main.

The Open heats, TD and Mains took awhile to run. Seemed the whole gang was on a two-minute warning and naturally, one at a time. Randy Hunter spent more time down than up, he slid out on the pit turn. On the fourth time down, he just stayed there. It really wasn't his day. Richard Word passed brother Frank and won that heat. There were only two heats in the Open class, so two from each advanced to the TD where Frank got his revenge by keeping Richard in his dust. Leaking oil kept Richard out of the A Main in which Dana Hansen held Frank to a second. ●

Results in Results Section.

Puyallup CMC Motocross

By Sue Sykes

PUYALLUP, WASH., AUG. 1

Jim Anderson (Hon), the Longview Junior High School student, did it again at PRP. Jim ran away with the overall in his 100 B class then took the flag for the $50 Grand Prix for the second time in as many starts.

250 Pro action was at its best with some of the favorites on hand for the good racing. Rick Benek (Bul) rode a great 2-1 for that first overall ahead of Gary Potts (Suz). Ron Pomeroy and Mitch Simmons rode both motos but troubles at one time or another held them up. Mitch did put a moto win and a ninth together for a little money.

WFO Team Lee Voss and Pet Jacobson held on to first and second in the 125 Pro class with Marvin Sykes (Hon) taking a 4-3 for third overall.

This was the second race of the Bicentennial Three Races Series with leaders as follows: Mini A Ken New; 100 B Jim Anderson; 100 C Joe Harwood; 125 Pro Lee Voss; 125 B Tim Michlitsch; 125 C Craig Glaefke; 250 Pro Bill Jones; 250 B Tim Michlitsch; Open Pro Blaine Elledge. ●

Dinkins pulls hat trick

By Cosmic Cat & Co.

BAKERSFIELD, CAL., AUG. 14

Scott Dinkins (Suz) made his trip to Bakersfield's TT at Sprockets Park worthwhile as the Porterville rider bagged three firsts. The 125cc Expert Main was his first win as Dinkins took the lead at the halfway point after trailing eventual second placer Kirby Shropshire (Suz). Six races later in the 250cc Expert run, it was once again Dinkins followed by Frank Adamo (Yam) and Scott Podergois (Suz). Dinkins capped his successful night in the final race of the program when he sped to his third victory over Greg Bookout (Tri) and Mike King (Suz) in the 500-Open Expert event.

Dinkins wasn't the only success story tonight. Jim Nation, who prepares small bore bikes for a few Bakersfield riders, had four entries on hand and the riders on those miniature rockets walked away with three firsts and a second. It started off with Kirk Gilbert (Yam) winning the Mini Jr. bout and right behind was Logan Glover (Yam), closing fast. Rob Ely (Yam) supplied the third trophy after a five lap dice-out with the ever tough Mike Garrison (Yam) of Tulare. Brock Glover (Yam) added the fourth and final piece of iron with a win over a very persistent Darin Land (Yam) in the 100cc Jr. Main.

Two white flag laps caused some confusion in the 250cc Junior final but all ended well. Rick Roeder (Suz) took the win with Johnnie Alexander (C-Z) and William Riggan (Yam) in second and third slots. ●

Denny/Delacy split Speedway wins

By W.H. Spencer

RENO, NEV., JULY 27

Regular Tuesday night Speedway racing is in full swing in the biggest little city in the West under promotion of Jeweler Bob Ince. The very short track attracts just about all the regular troops from the North and every once in a while some from the South. For tonight it was an all North show with Norm Denny storming to the Scratch win and Rick Delacy going for the Division I Handicap Main checkers.

With thunder showers disappearing just before race time, the track turned out well despite mud and funny shaped corners. Short track specialists Delacy and Rusty Davis took advantage of short yardage marks for an easy 1-2 in the Handicap Main. Denny tried to come off the 50 for that win, to no avail. Getting the jump in the Scratch, Norm won over Dennis "Choo-Choo" Robinson.

Randy Davis, returning to racing after a month off to rest a back injury, won the two Consi races easily with some good passing in the Handicap. He hopes to repeat next week so he can celebrate his 21st in style at the local boomtown parlors.

Glen Hutchison beat out Denny Hartschorn for the Div. II honors and trophy girl kisses while Steve Lucero proved unbeatable in the Juniors. ●

Results in Results Section.

Speedway Central mid-season roundup

HANFORD, CAL., AUG. 13

Full moon, Friday the 13th and mid-season. This combination spelled disaster for several Hanford competitors. The mid-season syndrome of injuries, ailing motorcycles and worn out riders has been shuffling rosters everywhere with Hanford no exception.

The Handicap Main had only one regular — Jack Martin. He faced five "young lions," Faulkner, Tracy and Fletcher were on the ten, McClain on the 20 and Martin going from the 60.

It was a four-man dogfight up front with Tracy finally pulling out about a three foot lead. It stayed this way for

four laps as Martin moved into the fight but not the lead. Tracy hung on but again turn four did him in. In the last turn of the last lap Tracy bobbled and two riders zapped by — out of the dust came Jack Martin in a near photo finish with Donny Faulkner. So Jack won his first Handicap Main off the 60 yard line followed by Faulkner and Tracy.

The Scratch Main gave Tracy a second chance as he faced the traditional Hanford rivals: Martin and Salyers. Also in the Scratch Main was much improved Carl "Ziggy" Ziegler. The gate went up and Martin and Salyers blasted out with Tracy running a strong third. Ziegler hung on for the ride. ●

Results

HANDICAP MAIN: 1. Jack Martin. 2. Donny Faulkner. 3. Mark Tracy.
SCRATCH MAIN: 1. Jack Martin. 2. Grant Salyers. 3. Mark Tracy.

August 6, Junior Kossuth in record runoff

Bob McClain, Frank Buttke and Donny Faulkner all grabbed wins in their respective heats. The regulars were in there, but their work gets harder by the week.

Scratch racing mixed things up with regulars Salyers and Martin getting into Semis along with last week's Main winner Jeff Peltier. Grant Salyers looked like a runaway in his Semi until a 360 in turn four of the last lap cost him the transfer.

In the Handicap Main, Grant Salyers faced a determined group of new comers that took good advantage of their low yardage. Bob McClain jammed through the traffic to grab first. Ron Hardin stuck to him like glue with Salyers coming off the 50 for third. McClain's pace didn't allow any passing and with only inches separating them, that's the way they finished.

The Scratch Main put Jack Martin against another hot new group in Ron Hardin, Donny Faulkner, and Frank Buttke. Faulkner and Martin got the holeshot in a two man drag race for turn one. Faulkner on the pole, led going in and Martin stayed outside to lead coming out. They diced for awhile with Faulkner never giving up the pole and Martin giving a few heart stoppers with some trouble in the high groove. Martin persisted, however, and won it.

Hanford has re-instituted the lap record attempt, made from a flying start against the clock for one lap. The scratch heat winners all took a try, and Junior Speedway Champ Louis Kossuth also ran for it. The result was a tie between Kossuth and Jack Martin. A tie breaker was run with Martin emerging the winner. The current record now stands at 11.4 seconds. ●

Results

HANDICAP MAIN: 1. Bob McClain. 2. Ron Hardin. 3. Grant Salyers.
SCRATCH MAIN: 1. Jack Martin. 2. Donny Faulkner. 3. Ron Hardin.
JUNIOR SPEEDWAY: 1. Louis Kossuth. 2. Perry Pierce. 3. Ed Wilson.

S.I.R. CMC Night Motocross

By Sue Sykes

KENT, WASH., AUG. 13

National Motocross No. 128 Rick Benek lost his old Friend, a '76 Bultaco — set up and ready for the Trans AMA Series. The pair had just finished on top of the 250 Pro Action in moto one for the night and things looked pretty good. Rick left the Bul by his van near the sign up booth and when he went to check out a few things — either the girls or the food — or both, someone pushed the 'ol Bul away. Friday the 13th! It sure took the fun out of it for a lot of people.

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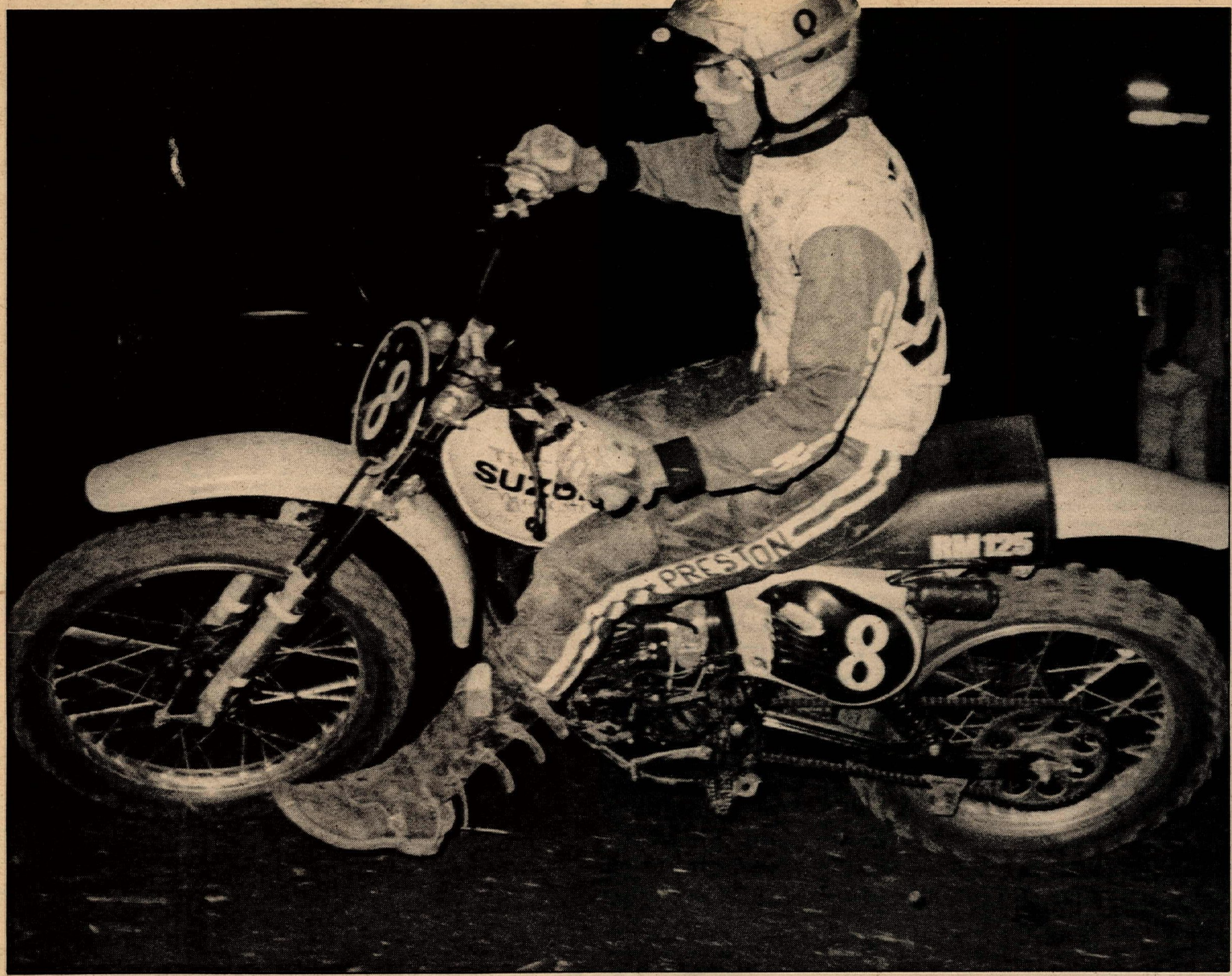
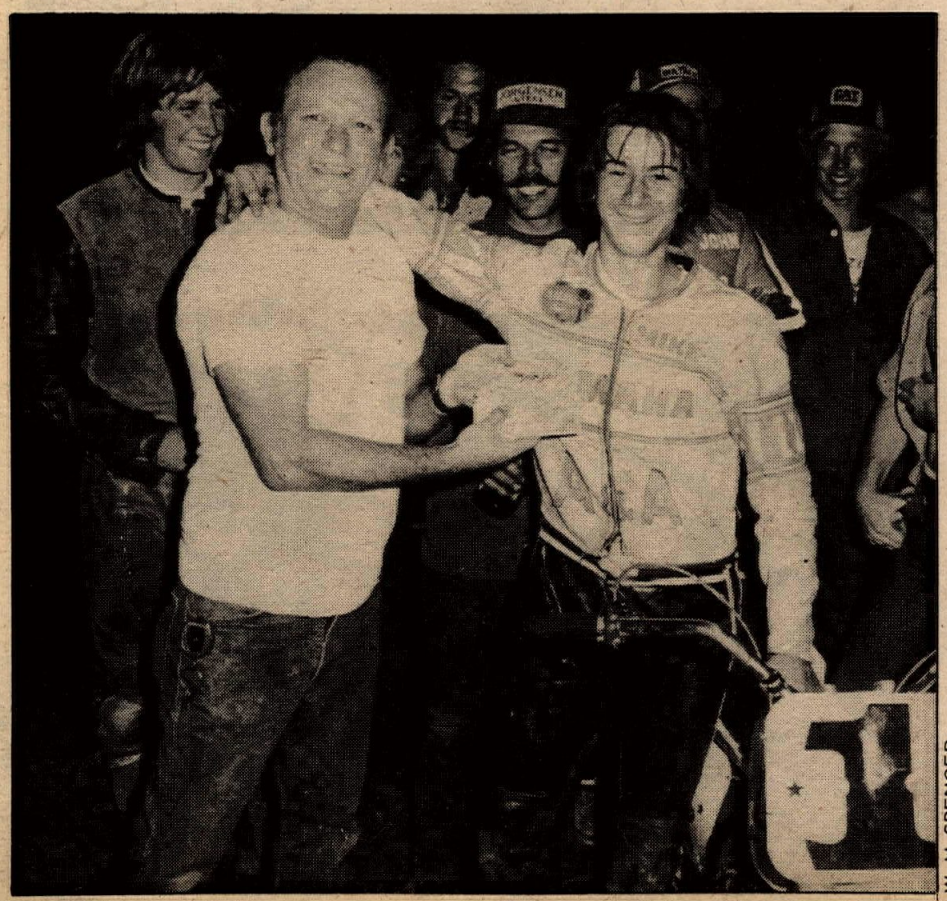


STEVE CASTILLO

Mike Preston concentrates on having a good night at Fremont.

Sonny Kenyon, Mike Delacy and $500 at the SK Match Race payoff.



W. H. SPENCER

The 125 Pro action became the exclusive property of the WFO Team as fifteen year old Pat Jacobson picked up two firsts and team member Lee Voss took home the seconds. Gary Racca (DG) and Mike Odden (Hon) split the next two places with Racca claiming the third overall with his better finish for moto two.

The 250 Pro money rightfully went to Blaine Elledge – that slick red-head Can Am rider from Woodinville. Blaine won moto two and scored a second first time out to claim his overall. After a layoff with a broken leg (gained from trying to fly off one of Puyallup's Trans AMA jumps) it's great to see Elledge back at it again and in the money.

A special hurry and get well to Pro Dave Bunker – still out of action from a crash earlier this summer. ●

Results in Results Section.

Sandhill Ranch MX

BRENTWOOD, CAL., AUG. 6

The crowd at Sandhill Ranch stayed to see the last race – Magoo and Mann. Magoo had it all the way.

One of the most exciting races of the evening was the 100's. A new rider, Tom Worth (Yam) followed Joey Schlag closely until the last lap and then went by to Joey's amazement.

Storming Mike Preston, Stockton, ran his 125 with the 250's, taking the money and enjoying the new track. Todd Provine (Yam) had a first tucked under his belt from the first moto, even though Ken Scott (Yam) managed to get by him in the second race. Ken's DNF for the first moto dropped him down, but he made up for it by winning the Mini Trophy Dash. ●

Results in Results Section.

Ridgerunner $1200 series

By Gerry Reagan

WATSONVILLE, CAL., AUG. 8

Over 300 riders showed up for the fourth race of the Ridgerunner $1200 motocross series. With the big turret hose on the roof of the "new" water truck the club was able to keep the track watered all day with no break in the action.

Pat Richter clinched the series win with first place finishes in both the 250 and Open Expert events. Richter, riding a KTM in both races, disappeared from the other riders at the snap of the rubberband in both motos of each class and won each race going away.

In the 250 Expert class the real race was for second place where Darrell

Schultz (Bul) got a slow start in the first moto and had to play catch-up. He moved within striking distance of Kipp Classen (KTM) who was holding onto second, and began to put on the pressure. Classen managed to hold him off until the last lap, crashed. Schultz rode to a solid second in moto two for a second overall for the day. Gary Murphy, riding for the first time on his new KTM, came from way behind in the second moto to challenge Dennis Brand (Suz) for third but Brand was able to hold Murphy off.

Danny Chandler (KTM) held on to a good second in moto one of the Open Expert clash where Richter again dominated. Danny was unable to make the second moto and Darrell Shultz (Bul) took second with a good solid ride. Charlie Halcomb (Hus) charged though the pack to eventually get by Tad Olsen (Mai) for third.

Paul Turner (Suz) dominated both motos of the 125 Expert event. Danny Chandler (KTM) put on a great ride in the first moto, coming up from last place out of the first turn to take second by the second lap. In moto two Chandler again got a bad start but while catching up he got into trouble on the big downhill by the eucalyptus tree, going down hard and suffering a broken leg. Turner again dominated the second moto with Jeff Watts (Hus) second.

Phil Oveland (CZ) had to work hard to win the Open Amateur race. In the first moto he was passed by hard charging Curt Wilcox (Yam) about half-way through the moto and had to settle for second. In the second moto he fought all the way with Charlie "The Goose" Heastings (Hus) who had crashed in the first moto and worked his way back up to sixth. Heastings took the early lead in moto two but Oveland got by on the third lap when Heastings bobbled. Charlie wasn't going to give up though and quickly moved up to challenge, getting by Oveland on the seventh lap and hanging on for the win. The two second place finishes gave Oveland the overall.

Division two of the Open Novices saw a good second moto between Dave Nance and Buddy Latham. Latham (Suz) got the holeshot with Nance (Yam) right behind him. The two stretched it out over the other riders, and by the fifth lap were twenty seconds ahead of third place. Nance made his move by Latham on the announcing stand straight but was passed right back on the next turn. Nance hung in there and got Latham again as the two went over the jump and into the back section, but Latham again got by a couple of turns later. Nance was trying one more time by the old oak tree but lost his front end and went down. Latham had the easy win and Nance still had time to get going again and hold second.

Here are the $1200 series standings to date: 1. Pat Richter; 2. Jim Lesniewski; 3. Danny Chandler; 4. Darrel Shultz; 5. Dennis Brand; 6. Jeff Watts; 7. Mike Marquez; 8. Paul Turner; 9. Mike Preston; 10. Charlie Halcomb. One more race to go! ●

Results in Results Section.

CMC Night MX

By Steve Castillo

FREMONT, CAL., AUG. 5

More than 350 riders turned out tonight to battle on beautifully prepared Fremont track. Many riders talked about how much fun it was hitting the giant berms at full speed and several of the jumps were more elevated than before allowing riders to soar higher and farther than ever.

Mike Preston (Suz) and Kent Classen (Hon) were doing some really high acrobatic stuff themselves. In moto one of the 125 Pro race Preston jumped in front of Classen with Don Cantaloupi third. Cantaloupi was able to work his way past Classen and really put a charge on Preston. By the last lap Cantaloupi had closed right up, but at the flag where it counts Preston kept his lead.

Moto two Preston was again the winner of the start and moved away from the field with only Classen and Cantaloupi right up with him. Cantaloupi soon had to retire with a collapsed rear tire. Classen was now driving hard on Preston and dove under on the Suzuki rider in one of the tight turns. Kent took off to win the moto, but overall Preston got the win with Classen second and Dave Wood (Hon) third.

Wes Elrod was unbeatable aboard his Moto-Villa in the first 500 Pro moto. Bob Geffert took second on his new Suzuki. Steve Scoffone on a CZ was also up battling with Geffert but had to settle for third in that moto. Round two Elrod blew his chances for the overall when he left the starting gate almost looping his bike. Elrod barely saved it, but was dead last and had to work up.

Bob Geffert was enjoying a comfortable lead after briefly dueling with Steve Scoffone. Wes Elrod was making a valiant effort trying to work up through the pack but when the flag came out fourth was the best he could do. Overall it was Bob Geffert taking his first Pro win in about a year.

Rich Voss (Bul) won the 250 Intermediate race tonight but it didn't come easy. In moto one Rich went all the way followed by Randy Kerslake (Suz) and Rich Tiago (Suz). Moto two was the test for Rich, as Art Leonardi who got 14th in the first moto got inspired and walked away with the race. Voss meanwhile had to work his tail off to hold second with pressure coming from Rich Tiago and Stuart Bussert (Hus). Second gave him the overall win.

Results in Results Section.

Delacy tops SK Match series

By W. H. Spencer

FREMONT, CAL., JUL. 28

Mike Delacy came out a big money winner, taking the final round of the Sonny Kenyon match race series and the $500 prize presented by old SK himself. Rick Hocking won the 360 Expert Main, while Dave Faria surprised Don Bailey in the 250 Expert Main.

Delacy and Errol Longboya were the finalists in the 15-race series started back in April. The finale was a 10-lapper with the younger Delacy leading all the way on big brother Rick's Cancilla-prepared 360 Yamaha. Longboya had given up his normal 350 XL ride to jump on the Steve Carrillo Yamaha but the change from a four stroke might have hurt him, as he just couldn't match up in the overall.

Brother Rick provided some hastily bought champagne for the money presentation, which turned into a National look alike with spraying and yelling and screaming while the runnerup got at nice $100 from Bill Keys' Gran Prix Cycle shop in Fremont. All that and a special party at Team GB Pizza afterward.

In regular action racing Hocking easily dominated the 360 Expert class, leg brace and all. Dave Faria was the surprise of the night coming out of semi-retirement to win the 250 and take second in the 360 behind the "Hock".

Rock Miller won his last Junior event in the 360 Main with John McBroom sneaking into the second while Mickey Krusemann did the same in the 250 Junior taking the big trophy and an Expert card from steward Ed Deatherage.

The Jeffcoat brothers Kurt and Ken made in one-two in the 100 Novice Main, after Al Emmons eliminated himself. Kirk Brewer surprised Lightning Larry Kruseman for the 125 Novice win. ●

Results in Results Section.

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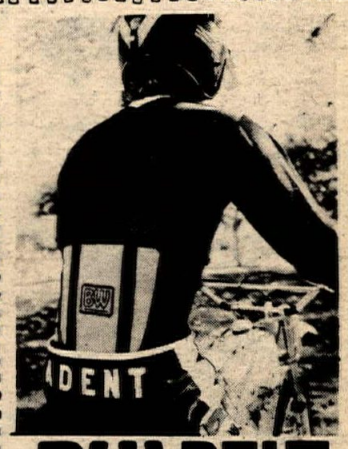

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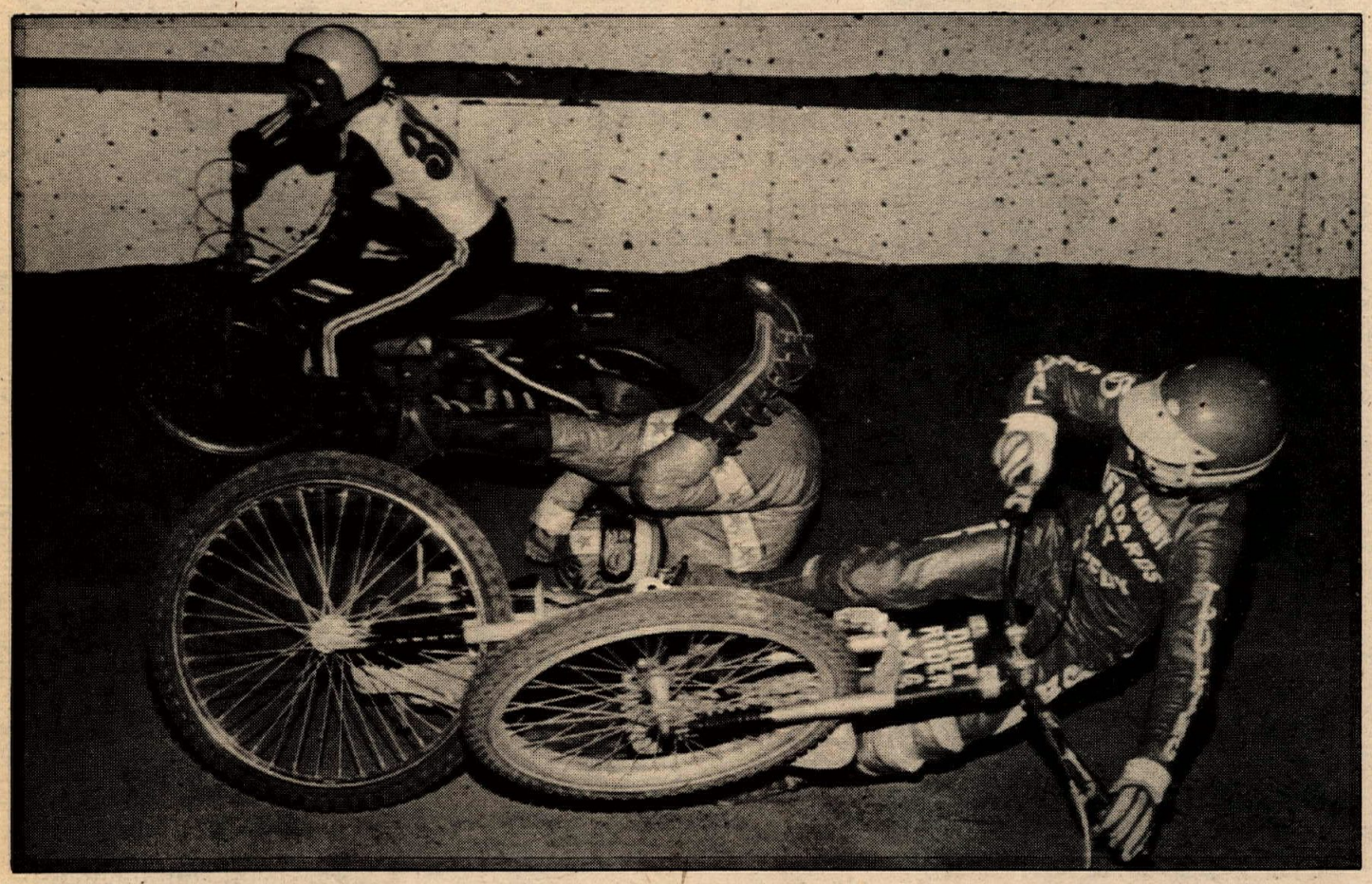
Dave Sims/Sonny Nutter ride formation (above). Dennis Stewart wears a pained expression (below).



SPEEDWAY WEEK

Ventura, Aug. 17
By Dennis Greene

The first round of qualifying for the U.S. National Speedway title got underway Tuesday night at Ventura. There are only six spots open for the Nationals. The top ten riders in team points have already been seated.

In this first round, Danny Becker turned in high score with 12 points. Randy Marsh got 11, but the surprise of the night was Rookie Ron Preston who tied Dave Sims and Steve Columbo with ten points each.

The next round is at San Bernardino, then on September 4 at Bakersfield is round three. Two weeks later is round four at Irwindale and then final chances are at Costa Mesa on September 24, one night after Irwindale's.

San Bernardino, Aug. 18
By Rex Reese

San Bernardino featured the second round of National qualifying. As could be expected, the hometown riders had the upper hand in the proceedings as the hot got hotter when Ron Preston scored 10 points the previous night in Ventura and then pulled in another 14 tonight as he put away almost everybody who rode against him. The almost factor was Dennis Sigalos who won out over Ron in the hotly contested 19th round of the 20 scratch heats. Dennis got himself 11 points, and Ron was one from perfection.

Behind Preston and ahead of Sigalos (tied even at 13 points each), Gene Woods and Larry Shaw put on an equally entertaining performance. Both riders scored three wins and two seconds.

The Second Division Scratch Main proved to be better than a two dollar thrill as Kurt Strommer and Stan Flanders had a showdown in a tight race that went from wire to wire and wall to wall. Flanders got the best over Kurt at the finish, but not by much.

Track promoter John La Doucer put out $100 of his own for a match race of the top four point men. A challenge went out for the grandstands to match the C-note, and an extra $387 was taken in from crazy fans. Ron, Larry, Dennis, and Gene dropped the hammer and boogied like there was no tomorrow as everybody went for it like a pack of mad dogs. Sigalos faded and Preston tried desperately to get around Woods who was trying to get at Shaw. Larry went on to become instantly rich as Gene, Ron, and Dennis followed him in.

Irwindale, Aug. 19
By Rex Reese

L.A. once again pinched Ventura in the fins as the Sprockets, led by Mike Bast, dealt a crushing blow to the Sharks. L.A. was at first a little slow in scoring, but later came out in full force.

Bast and Bruce Penhall were the top scorers for their team, with Mike going all the way for 15 points. The dynamic duo went on to the team final to shut out Bobby Schwartz cold after Shark teammate Randy Marsh eliminated himself by breaking the starting tape. Bast and Penhall frosted the cake with a sweep to hand the Sharks a 49-29 defeat.

The Handicap Semi almost became a circus as several riders held up the start for being caught rolling off the line. The time wasted and three restarts probably cost Mike Bast a win. Mike got the holeshot on a good start, led for three laps, then had his engine blow up.

The Main had its share of lengthy delays before the race finally began. Kevin MacDonald got himself a good lead, but with Dan Becker, Bobby Schwartz, and Mark Cherf pushing their way through traffic to apply some pressure. That didn't last long as Becker's, Schwartz's, and Cherf's bikes all blew simultaneously like a string of firecrackers. MacDonald was left with a wide open win followed by Dave Sims and Rick Farron.

More fireworks erupted off-stage in a reaction to last week's crash. The most excitement in the pits was caused by Schwartz, who was upset over the injury of Brian Short and two spectators. This was closely followed in intensity by one individual who objected to last week's report, for which this reporter has *nothing* to apologize for.

Costa Mesa, Aug. 20
By Dennis Greene

The San Bernardino Sizzlers got raked over the coals Friday night by the Orange County Eagles. The Eagles had not won a match on their home track in four weeks, prior to this win.

Two clean sweeps in a row put the Eagles out in front by eight points. One more sweep in the fourth event gave the Eagles a 10 point edge. The Sizzlers weren't about to give up, as Larry Shaw and Ron Preston got the first sweep of the night for their team in Event Six. Dean Forman and Jim Fishback got them one more, as they chipped away at the Eagles' lead. Mark Cherry and Dennis Sigalos brought in the third Sizzler sweep, dropping the difference to just four points.

The final race, for high point riders only, was taken by Sizzler Mark Cherry for three points. His teammate Larry Shaw was right there at the finish line for what most people thought was a second place finish, but so was Bill Cody. The referee saw it as a dead heat; but the official scorers gave it to Cody and the Eagles won by just two points, 40 to 38.

Select Vans again added $200 to the Handicap Main, giving the check to Ron Rose, who just barely beat out Brad Oxley. More Select money went to Warren Goodwine for his first in Division Two.

Bakersfield, Aug. 21
By Dennis Greene

With Brian Short still in the hospital from the last time Bakersfield and Irwindale met, the tension was high. The Bakersfield Bandits are the top team in the National Speedway League and Brian did more than his share to get them there; so the team wasn't about to let all his hard work go to waste.

The Sprockets only won one race all night. The first three events they split with the Bandits. Dubb Ferrell got the ball rolling for the home team in Event Four with a clean sweep, then team captain Jeff Sexton and his new teammate, Jim Gresham, pulled off their second sweep and again Ferrell and Dan Toomey got the third. In all seven events were split even and at the end of the 13 events, the Bandits put one more in the record books, 46 to 32.

Bryan Buffington won the Handicap Main. This race has always been called the big money race of the night, but Jeff Sexton had a better idea. Jeff missed his chance to ride the Main, so as he lined up for the consolation race it was apparent that he was going to try for some back yardage money. This is a bonus paid if a rider wins from the 40 or 50 or 60 or ? yard line. So with tongue in cheek, Jeff lined up on the 120 yard line. He was closing fast, when front-runner Bobby Hill crashed and everyone laid it down to miss him. Everyone but Jeff, who coasted wide and slowed way down to cross the finish line, grinning as he thought about all the money he had just won! ●

Results in Results Section.

RESULTS

CMC Night MX
Kent, Wash.
Aug. 13, 1976
By Sue Sykes

MINI A
Jeff Cropper Hon
Robb Manning Hon
MINI B
Roger Zoerb Yam
Chad Jeffery Hon
Joel Straub Yam
100 B
Bill Rowland Hon
Jayme Nickle Yam
Perrish Anderson Yam
100 C
Steve Spooner Yam
Don Dahl Suz
Tom Dougherty Yam
125 PRO
Pat Jacobson WFO
Lee Voss WFO
Gary Racca DG
125 B
Vernon Huber Suz
Vince Dale Hon
Tom Ludwig Suz
125 C
Mark Anderson Hon
Rick Maxwell Suz
Rod Casper Suz
250 PRO
Blaine Elledge C-A
Tim Watson Suz
Tom Bevaart Suz
250 B
Myron Wamben Suz
Brad Kimble Suz
Kevin Weaver Hus
250 C
Steve Bader Kaw
Tim Weitz C-A
Dan Guthrie Suz
OPEN PRO
Ken Bryan Suz
Steve Hammond Suz
OPEN B
Mike Hughes Suz
Mike Wood Suz
OPEN C
Reggie McKibben Yam
Lloyd Stewart Mai
Dan Bliss Suz
OLD TIMERS
Richard Zeiler Pen
Gary Koch Hus
Lance Anderson Yam

Action Raceways
Redding, Cal.
Aug. 7, 1976
By Lonnie Moore

MINI JR
Bobby Moore Ind
Craig McKenna Hon
Edward Soeth Yam
100 JR
Tim Mulvey Suz
Dennis Griffitts Hon
Bill Scott Yam
125 JR
Dennis Cassidy Kaw
Rocky Rithceson KTM
Dennis Doran Hon
250 JR
Mike Walesch Kaw
Art Peacock Hon
Jeff Rogers CZ
OPEN JR
Jim Siler His
Bob Heikka Suz
Larry Hampton Mai
TURKEY
Robert Scott Yam
250 INT
Steve Gard Hon
Mel Tibbett Suz
OPEN INT
Randy Toreson CZ
EX
Eric McKenna Hon

CMC Cycleland ST
Chico, Cal.
Aug. 7, 1976
By Patty Piston

100 JR
Jim Conger Yam
George Irwin Yam
EX SEMI PRO
Cliff Hylton Yam
Jim Hubbard Yam
Ken Gray Bul
125 JR
Jim Hanks Suz
Mike McAvoy Yam
Pete Upton Suz
200 JR
Tom Gutzman Bul
Bob Perry Bul
Dan Durr Bul
250 JR
Bob Gibson Bul
Daryn Spies Bul
360 JR
Dave Ryan Yam
Jeff Adams Bul
Bob DeFehr H-D
200 INT
Mike McKee Yam
Randy Freeman Bul
250 INT
Maurice Merrill Bul
Dave Evers Bul
250 EX
Cliff Hylton Yam
Jim Hubbard Yam
Mike Hall Bul
360 EX
Dick Turner Yam
Jim Chadwick Yam
80 MINI HDCP
Mike Cagle Yam
Doug Dorman Yam
George Cummins Yam
100 MINI HDCP
Troy Cummins Suz
Bryan Roberts Yam
Dirck Sauer Yam
200 HDCP
Tom Gutzman Bul
Bob Perry Bul
Randy Freeman Bul
250 HDCP
Daryn Spies Yam
Bob Gibson Bul

360 HANDI
Dave Ryan Yam
Dick Turner Yam
Chris Sauer Yam

Ridgerunners $1200 Series MX
Watsonville, Cal.
Aug. 8, 1976

WOMEN'S DIV
Terri Harvey Yam
Earlene Trier Yam
100 NOV
Kent Woods Suz
Jim Williams Hon
Steve Wallace Suz
OLD TIMERS
Bob Collins KTM
Al Baumann KTM
Gary Arnold Yam
125 EX
Paul Turner Suz
Mike Preston Suz
Dan Geery Suz
125 AM
Scott French Hon
Rob Stuart Hon
Russ Morgan Yam
250 AM
Richard Voss Bul
Larry Wosick Hus
Steve Benakovich Hon
250 EX
Pat Richter KTM
Darrell Shultz Bul
Dennis Brand Suz
OPEN AM
Phil Oveland CZ
Charlie Heastings Hus
Shaun Scarlett KTM
OPEN EX
Pat Richter KTM
Danell Shultz Bul
Charlie Halcomb Hus
125 NOV DIV I
Tim Dickson Yam
Ken Brumblay Hus
Dion Knepper Hus
125 NOV DIV II
Mike Wittwer Suz
Jesse Navarro Suz
Dave Dickey Hus
125 NOV DIV III
Tom Venuti Suz
Brad George Hon
Kenton Kudrna Hon
250 NOV DIV I
Dick Barchard Suz
Carl Black Suz
John Saggen Suz
250 NOV DIV II
Steve Fugate Suz
Mike McAndrews Suz
Starr Needham Bul
OPEN NOV DIV I
Derrick Knepper Hus
Doug Swartout Suz
Rich Mathers KTM
OPEN NOV DIV II
Dave Nance Yam
Rod Simas KTM
Bubby Latham Suz

Rio Bravo
Houston, TX.
Aug. 8, 1976

MINIBIKE JR (12-)
Davie Scritchfield Yam
Leo Norman Hon
Lee DuBose Hon
MINIBIKE SR (12+)
Jimmy Braden Yam
Billy Grubb Yam
Kevin Jones Yam
MINIBIKE 105 OPEN
Jerry Surber Hon
Kevin Jones Yam
Kerry King Yam
100
Troy Broussard Hon
Bruce Slaughter Suz
Scott Stevens Hon
125 NOV A
Gene Hegemeyer —
Randy Williams Hon
Jack Day —
125 NOV B
Johnny Mikolas Hon
Chris Russell —
Greg Cantrell Yam
125 NOV C
Byron Chism Hon
Mike Lagaza —
Walter Lopez Suz
125 INT
Troy Broussard Hon
Donny Guillory —
Curt Hawkins Hon
125 EX
Steve Schramm Hon
Glen Johnson —
Chad Kennedy Hon
250 NOV
Mickey Jones Suz
Randy Corporron Suz
David Vawter —
250 INT
Jerry Slaughter Hon
Mark Bowlin Yam
David Kinsey Yam
250 EX
Ralph Babin Bul
King Tieken —
Oliver Rutledge —
OPEN
Donny Jordan Yam
Lex Webernick Bul
John Leonard Suz
OPEN EX
Terry Guidry Suz
Oliver Rutledge —
Jim Ingram Bul

CMC Night MX
Brentwood, Cal.
Aug. 6, 1976
By T. Houser

MINI
Todd Provine Yam
100
Tom Worth Yam
Joey Schlag Suz
Greg Torlai Yam
125 JR DIV I
John Dossey Hon
Chris Dale Hon

125 JR DIV II
Cole Newkirk Hon
Kirk Snider Yam
Tracy Dawson Hon
125 INT
Greg Greener Hon
Mark Long Suz
250 INT
Brad Berguist Hon
250 JR
Karl Von Ubin Hus
250 EX
Michael Preston Hon
Wayne Morrell KTM
Marty Kitsman Bul
OPEN JR
Rod Brasel Suz
Scott Land Suz
Chip Kreidler Hus
OPEN EX
"Magoo" KTM
VETS & OT
Jack Lewis Bul

D-35 TT
Bakersfield, Cal.
Aug. 14, 1976
By Cosmic Cat & Co.

MINI
NOV
Jack Alford Yam
Craig Johnson Yam
Frank Minalta Yam
JR
Kirk Gilbert Yam
Logan Glover Yam
Chad Bettencourt Yam
EX
Rob Ely Yam
Mike Garrison Yam
Mike Yafchak Yam
100
NOV
Tim Martin Yam
Ronny Peterson Yam
Bill Patton Yam
JR
Brock Glover Yam
Darin Land Yam
Mike Delimore Suz
EX
Mike Garrison Yam
Todd Parker Yam
Frank Schoenbachler Suz
125
NOV
Mike Willis Hon
Ken Sauret Suz
John Mello Suz
125
JR
Mike Ragan Suz
Terry Geller Suz
Mike Garrison Yam
EX
Scott Dinkins Suz
Kirby Shropshire Suz
Rodney Sullivan Yam
175-200
NOV
Rob Bramlett Hon
Rick Alford Yam
Ben Bramlett Hon
JR
Roland Grey Bul
EX
Brad Helton Yam
Mike Garrison Yam
Danny King Yam
250
NOV
Harry Boudakian Suz
Darren Mitchell Yam
Ken Sauret Suz
JR
Rick Roeder Suz
Johnnie Alexander CZ
William Riggan Yam
EX
Scott Dinkins Suz
Frank Adamo Yam
Scott Podergois Suz
500
NOV
Raymond Linder Suz
Harry Boudakian Suz
Greg Johnson Yam
JR
Craig Johnson Yam
Scott Andrews Suz
Paul Shafer Yam
EX
Scott Dinkins Suz
Greg Bookout Tri
Mike King Suz

CRC MX
Valencia, Cal.
Aug. 11, 1976
By Laszlo

JR CYCLES STK
Jean Santy I-J
Michael Knapp Ind
Kyrene Santy I-J
MODIFIED
Frankie Hunter Hon
0-83 STK NOV (9-11)
Nick Athans Yam
James Hateley Yam
Richard Ising Yam
12 +
Shawn Little Yam
Brian Part Yam
Bob Castro Yam
0-83 MOD NOV (9-11)
Nick Athans Yam
James Hateley Yam
Richard Sands Yam
12 + NOV
Alex Jud Yam
Todd Bausch Yam
Omar Greco Yam
100 BEG
Greg Robertson Yam
Rich Thomas Suz
Greg Smith Suz
100 NOV
Kevin LeFebvre Hon
100 INT
Ricky Ryan Yam
Kenny Spiker Suz
125 BEG
Don Patterson Yam
Alan Hoover Hon
Jeff Hares Suz
125 Suz
Scott Morgan Hon
Kevin Bollinger Suz

125 INT
Steve Allensworth Hon
Charlie Muraoka Suz
Peter Sabat Hon
125 EX
Mike Pillar Hon
Evan Marcus Hon
Mike Mossman Hon
250 BEG
Sleazy Rider CZ
Jeff Clinton Yam
Dan Bolle Suz
250 NOV
Tom Malone KTM
Gary Garcin Suz
Gary Jackson Suz
250 INT
Randy Lewis Mai
250 EX
Hal Strauss Mai
Tom Baugh Oss
Dan Branfman Mai
OPEN BEG
Dennis Demreu Yam
Bob Perez Mai
Gary Davis Yam
OPEN INT
Mike Antes Suz
OPEN EX
Dave Hensche Mai
Randall Reese Suz
VETERANS
Vida Anderson Suz
Rabid Rocky Hus
Vic Horch CZ

D-36 Scrambles
Lodi, Cal.
Aug. 6, 1976
By Ann Carr

MINIS
80 NOV
Joe Knight Yam
Austin Pugh Hon
80 JR
Kelly Woods Yam
Mark Key Yam
80 EX
Tracy Hays Yam
Bill Arbogast Yam
OPEN NOV/JR
David Boyles Suz
Brad Summer Yam
OPEN EX
Jeff Mason Suz
Fred Merkel Yam
PEE WEE
Bryan Kennedy Ind
MAXIS
OPEN EX
Eric Weisler Yam
Rick Raanes Tri
John Fite Tri
OPEN JR
Russ Pope Tri
Steve Metcalf Tri
OPEN NOV
Greg Billings Tri
Tom Bogdan Tri
500 EX
Dennis Spence Yam
John Tavis Yam
Sal Hoffman Yam
500 JR
Mike Underhill Yam
500 NOV
Rick McNally CZ
Larry Bellamy Yam
360 JR
Rafe Heath Hon
Jerry Kennedy Yam
360 NOV
Bryant Wilson Hon
250 EX
Dennis Spence C-A
John Jones Yam
Steve Brandt Yam
250 JR
Robert Stockdale Gri
David Tindell Gri
Dennis Davis Yam
250 NOV
James Wood Yam
Dave Honeycutt Bul
200 NOV
John Rabideau Hon
Garry Bedford Suz
125 JR/EX
Steve Alberti Hon
Richard Arnaiz Hon
125 NOV
Charles McCleary Suz
Kirk Brewer Yam
Mike West Suz
100 NOV
John Woods Yam
Karl Valdez Yam

WERA CRRC Road Race
College Station, TX.
Aug. 14 & 15, 1976
By Steve Uekert

250 PROD
NOV
Gerold Smith
EX
Charles Boyd
410 PROD
NOVICE
Marty Bass
EX
Freddie Spencer
Charles Brothers
James Davis
750 PROD
NOV
Ray Alvarado
EX
Dennis Kalmus
OPEN PROD NOV
Ray Alvardo
OPEN NOV EX
Benny del Monico
Greg Bauer
250 CAFE NOV
Warren Egger
250 CAFE EX
Charles Boyd
410 CAFE NOV
Joe Buenneke
Marty Bass
Dave Bearden
750 CAFE
NOVICE
David Greene
EX
Jon Minonno
David Robinson

OPEN CAFE NOV
Greg Bauer
OPEN CAFE EX
Paul Stephenson
200 GP
NOV
G.R. Farris
EX
Bubba Byars
Duncan Paul
David Cheek
250 GP
Terry Taylor
EX
Freddie Spencer
Tommy Byars
Kenton Hughes
500 GP NOV
Joe Bueneke
500 GP EX
Chris Christensen
Sandro Tambourri
OPEN GP NOV
Joseph Buaghs
OPEN GP EX
Tommy Byars
Paul Stephenson
Jack Kelly

CMC MX
South Bay Speedway
San Diego, Cal.
Aug. 11, 1976
By James Brammer

125 PRO
John Tessitore RR
Dan Schramm DG
Randy Hess FMF
250 PRO
Mike Sterns Hus
Jeff Mathews Kaw
Mike Tripes DG
500 PRO
Marty Moates Suz
John Cardoza Suz
Dirk Houghton Hus
MINI EX
Scott Burnworth Yam
Scott Meyer Yam
Mike Cady Yam
MINI JR
Scott Brady Yam
Ken Coon Yam
Alan Horrall Yam
100 JR
Tom Holland Suz
Dan Tron Hon
Dave Larson Suz
125 INT
Ken Olson Hon
Tony Gomez Hon
Rick Wade Hon
125 JR DIV I
John Sotelo Yam
Carl Paulsen Yam
Mark Quintera Suz
125 JR DIV II
Joe Holt Hon
Mike Thorton Suz
James Gocmanosky Hon
125 JR DIV III
Chuck Meyer Yam
Mark Smith Kaw
Andy Faust Hon
125 JR DIV IV
Steve Gall Yam
Jeff Arnett Yam
Thomas Lund Yam
250 INT
Brad Roysdon Suz
Robert Cooper Mai
Curtis Johnson Mai
250 JR DIV I
Chuck Trent Suz
David Fisher Kaw
Kevin Melody Suz
250 JR DIV II
Jerry Benson Mai
Lousi Russo C-A
Rob Storrs Bul
500 INT
Max Maple Suz
Tom Brown CZ
Jack McCormick Suz
500 JR
Jim Valon Mai
David Metje Suz
Harry Haines Yam

Fremont Night MX
Fremont, Cal.
Aug. 5, 1976
By Steve Castillo

100 JR
Kent Woods Suz
Stuart McDaniel Yam
Eric Eslinger Suz
WOMEN'S DIVISION
Vivian Curtis Hon
Sue Wood Hon
MINI EX
Ruben Villarreal Yam
MINI JR
Mike Beile Hon
Teddy Herrera Yam
Husted Yam
OLD TIMERS
Cecil Yother Mai
Robert Porter Hus
VETS
Gary Jacques —
Rich Schilling Mai
Rich Lokke Hon
MINI DIV II
Joe Rezendes Hon
Corey Olney Hon
John Crossman Hon
125 PRO
Mike Preston Suz
Kent Classen Hon
Dave Wood Hon
125 INT
Randy Okada Suz
Bruce Reasoner Hon
Robert Greener Hon
125 JR DIV I
Gary Woodale Suz
Jim Sisco Suz
Joe Molineli Suz
125 JR DIV II
John Dawson Hon
Mike Rose Suz
Bill Fargo Yam
125 JR DIV II
Rick Stadtmiller Suz
Steve McQueen Suz

125 JR DIV IV
Chris Ward Yam
Tim Smith Suz
Keren Peterson Suz
125 JR DIV V
Emmanual Bagadio Hon
Ken Brumblay Hus
Don Garber Hon
250 PRO
Kipp Classen KTM
Bill Johnson Yam
Phil Crane Suz
250 INT
Rich Voss Bul
Rich Tiago Suz
Barry Bisch CZ
250 JR DIV I
Gary Fargo Yam
Jim Fratini Hon
Ed Gardner Suz
250 JR DIV II
Robert Stone Suz
Shane Ramey Hon
Mark Ramey Hon
250 JR DIV III
Steve Fugate Suz
Jerome Heiberger Suz
Dnis Van Gundy Yam
250 JR DIV IV
Ronald Ratigan Mai
Mike Delucca CZ
Fred Thomas Yam
500 PRO
Bob Geffert Suz
Steve Scoffone CZ
Larry Lacy Suz
500 INT
Chuck Cochran Hus
Randy Kerslake Suz
Rich Lokke —
500 JR DIV I
Dave Nance Yam
David Matson Suz
keith Adams Rok
500 JR DIV II
Jeff Stone Suz
Tony Olea Yam
Leonard Jaccgeore Kaw

D-36 Short Track
Fremont, Cal.
July 28, 1976
By W. H. Spencer

80 NOV/JR
Brad Howard Yam
Kurt Chandler Yam
80 EX
Doug Chandler Yam
Tony Deatherage Yam
100 NOV/JR
Brad Summers Yam
Brad Brown Suz
100 EX
Doug Chandler Hod
Dave Rosa Yam
Jim Cunningham Yam
SK CYCLES MATCH RACE FINAL
Mike Delacy Yam
Erroll Longboya (df) Yam
100 NOV
Kurt Jeffcoat Yam
Ken Jeffcoat Yam
125 NOV
Kirk Brewer Yam
Larry Kruseman Yam
125 JR
Mike Furzen Yam
Louie Orozco Yam
175 NOV
Steve Welch Yam
Dave Ariki Yam
200 NOV
Jerry Warren H-D
Vic McBee Bul
250 NOV
Camm Johnson Yam
Todd Skov Bul
Maurice Merrill Bul
250 JR
Mickey Krusemann Yam
Rocky Robinson Yam
Keith Pechar Bul
250 EX
Dave Faira Yam
Don Bsiley Yam
Brian Thompson Yam
360 NOV
Mark Eslinger Yam
Rick Alves Hon
360 JR
Rob Miler Bul
John McBroom Bul
360 EX
Rich Hocking Yam
Dave Faria Yam
Don Bailey Yam

Flat Track & TT
Carollton, TX.
Aug. 7, 1976

0-65cc
Roger Schellenberger
Bret Rosenberg
James Patton
0-85
Buryman Patton
Steve Perdue
Roger Schellenberger
125 MONEY
Kreg Hunt
Jeff White
Bubba Bentley
250 MONEY
Ronnie Jones
Bill White
Bobby Goodin
360 MONEY
James Pyle
Rusty Patillo
Bruce Moore
0-65 MICRO MINI TT
Jimmy Thompson
Robert Grunsfield
Bubba Robinson
0-85 TT
T.J. Houghton
Roger Schellenberger
Greg Williams
125 TT
Glen Boyett
Kevin Hawk
Chris Stitman
250 TT
Ronnie Jones
Jeff Kring
Kirk Spencer
OPEN TT
Chris Keene
Odell Davis

RESULTS

CRC MX
Trabuco Cyn, Cal.
Aug. 8, 1976
By Laszlo

MINI BEG	
K.C. Cole	Yam
John Galea	Yam
Tom Pelle	Yam
MINI NOV	
Joe Morris	Yam
Norman Nillsson	Hon
Dirk Sweet	Yam
MINI EX	
Scott Grose	Yam
kavin Bowden	Yam
Keovin Grijalva	Yam
WOMENS DIV	
Gale Webb	Hon
Cary Steiner	Hon
Kathy Walch	Hon
100 BEG	
Rick Cecrle	Hon
Mike Rye	Yam
Russell Montano	Suz
100 NOV	
Dave Chandler	Yam
Doug Foster	Yam
Pat Ballard	Suz
100 INT	
Matt Devich	Yam
125 BEG (-16)	
Ricky Umbarger	Suz
Mark Rettoree	Hon
Danny Keys	Yam
125 BEG DIV I	
Pat Cain	
Dan Arellano	Hon
Steve Williams	Yam
125 BEG DIV II	
Doug Shane	Yam
John Jackson	Hon
Gale Webb	Hon
125 NOV	
Joe Crozer	DG
Bob Vasichek	Hon
Bruce Walker	Hon
125 INT	
Zach Holopoff	Hon
Frank Pilato	Hon
John Wilson, Jr.	Hon
125 EX	
Ron Turner	Hon
Vince Van Hook	Hon
Bob Walker	Hon
250 BEG	
Tim Mohling	Suz
Mike O'Connor	Hus
Mike Meskoff	Yam
250 NOV	
Bob Faulks	Yam
Richard Vasque	Yam
Kurt Kovacks	Yam
250 INT	
R.G. McMichael	Yam
Curt Jensen	COA
Tim Crewell	Yam
250 EX	
Ron Turner	Hon
Greg Barrett	Suz
Lance Mason	Suz
OPEN BEG	
Jeff Hill	Kaw
Joe Oliver	Yam
Robert Edwards	Yam
OPEN NOV	
John Rimlinger	Suz
Steve Olson	Mai
Jeff Truzin	CZ
OPEN INT	
Tim Hart	Mai
Norm Elledge, Jr.	Fro
Steve Gruel	Mai
OPEN EX	
Tom Mayfield	Mai
Craig Adams	KTM
Jon Miller	Suz
JR VETS	
Ed Michetti	Hus
Asker Larnkjaer	Suz
Bill Burkhart	Yam
SR VETS	
John Wilson	Yam
Jess McIntosh	Yam

R.A.C.E. Nite MX
Corona, Cal.
Aug. 13, 1976

MINI BEG	
Chuck Greeson	Hon
Timmy Gregory	Yam
Randy Mayer	Kaw
MINI NOV	
Dirk Sweet	Yam
Karl Johnson	Yam
Ken Campbell	Yam
SUPER MINI	
Roger Farr	Yam
Richard Soria	Hon
Rod Hetrick	Yam
POWDER PUFF	
Terri Bender	Hon
Dawn Grant	Hus
Janet Grisham	Hon
100 BEG	
Tony Apodaca	Suz
Dave Clark	Suz
Don Collette	Yam
100 NOV	
Paul Shcreffler	Yam
Matt Gerdes	Suz
Wes Hinmon	Yam
100 PRO	
Bobby Hart	Yam
Jim Hall	Yam
125 BEG	
Mike Baker	Kaw
Radd Wallace	Yam
Steve Moore	Hon
125 NOV	
Tom Grant	Hus
Dan Baker	Yam
J. Velasquez	Hon
125 INT	
Bill Bryant	Hon
Rick Allsup	Yam
Rollie Smith	Yam
125 PRO	
Mark Tyer	Suz
Eddie Clark	Hon
Marty Wolford	Hon
250 BEG	
Mike LeClair	Suz
Charles Ellis	Bul
Randy Rosten	Suz
250 NOV	
Starland Cayle	KTM
Sam Brown	Bul
Dave Sanchez	Yam
250 INT	
Blake Bunnell	Suz
Randy Collier	Suz
Danny Dial	Suz
250 PRO	
Mark Tyer	Suz
Floyd Burk	Hus
Mike Jacobs	Suz
500 BEG	
Fred Welch	Yam
Mike Bryk	Suz
Ed Bartkowski	Suz
500 NOV	
Mark Rawley	CZ
Rod Harrison	Yam
Fred Collins	Yam
500 PRO	
Mark Tyer	Suz
Ray Obermeyer	Hus
Gary Peterson	Mai

County Line MX
Irving, TX.
Aug. 8, 1976
By Marsha Godfrey

MINI JR	
Chris Minor	Hon
Bruce Hervey	Yam
MINI SR	
Stuart Connell	Yam
Robbie Terry	Yam
Rob Pauken	Yam
100 NOV	
Mike Elkins	Suz
Mark Klobucar	Yam
Kent Conner	Suz
OVER 30	
Bob Pauken	Yam
Gary Fox	Pen
125 NOV	
David McKelvy	Yam
Rick Gore	Suz
Joe Schroeder	Suz
125 INT	
David Walker	Hon
David Jones	Hon
Bruce Hallmark	Hon
125 EX	
Rubin Alonzo	Hon
Jeff Woosley	Yam
Eddie Roberts	—
250 NOV	
Keith Jernigan	Suz
Andy Ditterline	Yam
Bert Blevins	Suz
250 INT	
Randy White	Bul
Bobby Blackwelder	Mai
Lester Green	Bul
250 EX	
Mark Moore	Mai
John Reynolds	Suz
Carl Greer	Suz
OPEN INT	
Jim Jordan	Mai
Rodney Gorman	Pen
Rodney Jinks	Hus
OPEN EX	
Dickey Nowell	Pen
Dana Wright	Bul

TT 7 Half-Mile
Corona, Cal.
Aug. 11, 1976
By Elaine Jones

TT	
MINI DIV I	
Kirk Johnson	Yam
David Hulbert	Yam
Greg Nelson	Yam
MINI DIV II	
Richard Jones	Kaw
David Nelson	Hon
Brad Roach	Yam
125 AM	
Kirk Johnson	Yam
Brian Burch	Yam
Kirk Smith	Suz
125 EX	
Mark Milazzo	Hon
Kevin Ooley	Yam
250 NOV	
Jim Champman	Kaw
Mark Butler	Bul
Robert Ray	Yam
OPEN NOV	
Mark Shelton	Mai
John Wells	Yam
Vic Hensley	Yam
OPEN AM	
Wayne Taylor	Yam
Pat Dobbins	Tri
Joe Schmitt	Suz
MONEY	
Walt Foster	Yam
Artie Nay	Kaw
HALF-MILE	
MINI DIV I	
Darren Hulbert	Yam
Kirk Johnson	Yam
MINI DIV II	
David Nelson	Hon
Brad Roach	Yam
Richard Jones	Kaw
125 NOV	
Brian Burch	Yam
John Connolly	Hon
Mike Murray	Yam
125 AM/EX	
Kevin Ooley	Yam
Kirk Johnson	Yam
Kirk Smith	Suz
250 NOV	
Jim Champan	Kaw
Mark Butler	Bul
Robert Ray	Yam
250 AM/EX	
Dorothy Rowe	Yam
Paul McPherson	Yam
Cliff Whetstone	Yam
OPEN AM/EX	
Steve Miller	Yam
Joe Schmitt	Suz
Pat Dobbins	Tri
MONEY	
Stan Kinsey	Yam
Walt Foster	Yam
Artie Nay	Kaw

AFM RR
Ontario, Cal.
Aug. 8, 1976
By J.D. Ulrich

OPEN GP	
David Emde	Yam
Harry Klinzmann	Yam
Alan Barbic	Yam
350 GP	
Wally Karpynec	Yam
Rocky Rockwell	Yam
Eric Heczko	Yam
250 GP	
David Emde	Yam
Wally Karpnec	Yam
Harry Klinzmann	Yam
200 GP	
Mike Velasco	Kaw
125 GP	
Philippe deLespinay	GCS
Doug Draper	Yam
Dan Spisak	Yam
100 GP	
Mike McAvoy	Kaw
Flem Juliussen	Kaw
Bob Brooks	Kaw
50 GP	
Bob Nolan	Vil
Jim Ahrens	Sac
Dave Goux	I-J
OPEN PROD	
Ken Gill	Kaw
Mike Velasco	Kaw
Dewey Benedict	H-D
750 PROD	
Paul Ritter	Duc
Glen Panchaki	Kaw
Willi Scheffer	Kaw
550 PROD	
Fred Koren	Hon
Kevin Burke	Hon
Martin Sachs	Hon
410 PROD	
Robert Lebo	Yam
Tom Hayner	Yam
Mike Raney	Yam
250 PROD	
Wally Karpynec	Suz
Bob Brooks	Mon
Kevin Andress	Yam
200 PROD	
Bill McGrill	Yam
John Chermak	Yam
Tim Roberts	Suz
125 PROD	
Kim Clark	C-A
Bill Mullins	Yam
Greg Beck	Yam
600 SUPERSTREET	
Tom Hayner	Yam
Kevin Burke	Hon
Fred Koren	Hon
OPEN SUPERSTREET	
Ken Gill	Kaw
Jim Haberlin	Tri
Willi Scheffer	Kaw

NMA National MX
Orange, Cal.
Aug. 6-7, 1976
By Rex Reese

PEE WEE BEG	
Kami Stiles	
Carlos Licon	
Warren Provost	
PEE WEE	
Brent Bowers	
Randy Moody	
Danny French	
STOCK JR CYCLE	
Paul Denis	
Tim Tomaselli	
Jon-Jon Belisle	
STK (6-8)	
Kurt Henrickson	
Brandon Schneider	
Blair Haresty	
MOD JR CYCLE	
Paul Denis	
Jon-Jon Belisle	
Tim Tomaselli	
MOD (6-8)	
Brandon Schneider	
Kurt Hendrickson	
Blair Hardesty	
0-83 STK NOV (9-11)	
Richard Sands	
Rick Athans	
Jeff Cropper	
0-83 INT (9-11)	
Sam Storer	
Drey Dircks	
Lance Schoening	
0-83 STK EX (9-11)	
Rick Johnson	
Robert Nolin	
Randy Hardin	
0-83cc MOD NOV (9-11)	
Jeff Cropper	
Jim Busby	
Richard Sands	
0-83 MOD EX (9-11)	
Rich Johnson	
Matt Whiting	
Robert Nolin	
0-105 OPEN (9-11)	
Rich Johnson	
Sam Storer	
Robert Nolin	
OPEN POWDER PUFF	
Jill McIlrath	
Valerie Robledo	
Roxie Klatt	
12 + 0-83 STK NOV	
Clint Hardick	
Todd Hunter	
Jeff Bramlett	
0-83 STK INT (12+)	
Scott Brady	
Rich Herbert	
Tommy Satchell	
0-83 STK EX	
FINAL (12+)	
Brian Myerscough	
Jeff Ward	
Troy Fitch	
0-83 MOD NOV DIV I (12+)	
Scott Davis	
Ronnie Graves	
Curtis Qualls	
0-83 MOD NOV DIV II (12+)	
Todd Hunter	
David Hunt	
Gary Kendall	
0-83 MOD INT	
FINAL (12+)	
Reed Barnt	
Glen Norkus	
Mark Tomaselli	
0-83 MOD EX	
FINAL (12+)	
Brian Myerscough	
Jim Holley	
Derren Penrod	
0-105 EX OPEN	
FINAL (12+)	
Jeff Ward	
Gary Dircks	
Scott Burnsworth	
100 NOV	
Greg Fountain	
Steve McEachern	
Casey Underwood	
100 EX	
Greg Toyama	
DAve Crawford	
Brad Dutoit	
125 NOV	
Allen Sine	
Casey Underwood	
Mitch Moorehead	
125 INT	
Rick Collins	
Tony Gomez	
Scott Andrist	
125 EX	
Jerry Bagby	
Lenny Giger	
Lance Moorewood	

D-37 TT Scrambles
Elsinore, Cal.
Aug. 8, 1976
By Andi Gangewer

MINI COMB	
Chris Cannon	Yam
Kirk Johnson	Yam
Mike Redding	Yam
100-125 NOV	
Duane Gallager	Yam
Steve Griffith	Yam
Steve Karsten	Yam
125 AM/EX	
Steve Polson	Yam
Charles Carroll	Yam
Jim Strain	Hon
250 NOV	
Joe Steffen	Yam
Gary Smith	Bul
Scott Polson	—
250 AM/EX	
Eddie Beeson	Yam
Jeff Springman	Yam
Steve Loomis	Yam
500 NOV	
Dwayne Locke	Yam
Earl Parker	Yam
Vince Landry	—
500 OPEN AM	
David Reinhardt	Yam
Jim Redding	Yam
Wayne Taylor	Yam
350-500 OPEN EX	
Don Grigsby	Yam
Rex Hailey	Yam
Don Frauenberger	Yam

Cycle Haven MX
Long Beach, Cal.
Aug. 8, 1976
By Bob Ottow

MINI	
Warren Johnson	
Mike Lafferty	
Craig Hoshdima	
MINI INT	
Harvey Perez	
100 BEG	
Bill Grisham	
Ray Simpson	
Mike Glendenning	
125 BEG	
Billy Davis	
Daniel Ruesch	
Joe Specchio	
250 BEG	
Ronald Kupke	
Donald Syomeling	
Mike Buhery	
MINI BEG	
Hit Lopez	
Bob Moraly	
John McGlowacy	
MINI EX	
Max Maxstadt	
125	
Tom Miller	
Richard Asa	
Robert Waller	
125 INT	
John Chusstyk	
Bruce Ziegler	
250 JR	
Don Miller	
Joe Stern	
Dave Messimer	
MINI JR	
Tom Maxstadt	
Jim Dorsett	
100	
Tom Bridgeford	
Steve Margegon	
E.G. Castleberry	
125 JR	
Doug Martin	
Bishop Yandel	
David Pierez	
250	
Allen Kent	
Gary Pickering	
Dave Neilson	
PRO	
Jason Yodogawa	
Eddie Clark	
Douglas Heil	

CMC Night MX
Kent, Wash.
July 30, 1976
By Sue Sykes

MINI A	
Eric Eaton	Hon
Ray Fricks	Yam
MINI B	
Allen Rush	Yam
Steve Stumpf	Yam
John Spooner	Yam
100 B	
Ron Fish	Yam
Scott Sougherty	Yam
100 C	
Joe Harwood	Yam
Tim Hale	Suz
Steve Spooner	Yam
125 PRO	
Lee Voss	WFO
Ed Davis	DG
Gary Racca	DG

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125 B	
Tim Michlitsch	Hon
Kim Lefor	Hon
Vince Dale	Hon
125 C	
STeve Ohlson	Suz
Craig Glaefke	Hon
Mark Anderson	Hon
250 PRO	
Rich Benek	Bul
Blaine Eddledge	C-A
Rick Weidman	Hon
250 B	
Kevin Weaver	Hus
Alan Maxwell	Suz
Jay McCaffery	Hus
250 C	
Steve Bader	Kaw
Brad Case	Suz
Tim Wall	Yam
OPEN PRO	
Tom Peterson	Yam
Ken Brynn	CZ
Rocky Perrott	Hus
OPEN B	
Bryan Sessions	KTM
Richard Kelly	Mai
Mike Racca	Bul
OPEN C	
Lloyd Stewart	Mai
Ken Eanes	Yam
Matt Tuohy	Yam
200	
Harold Obaitek	Hus
Dick Amberson	Yam

Old Timers MX Assn.
Valencia, Cal.
Aug. 15, 1976
By Dal Calais

MASTER	
Blackie Lewis	Mai
Norb Brown	Suz
Marvin Olson	Mai
Andy Anderson	Suz
EXPERT	
Al Dennler	Mai
Sam Jones	Mai
Bill Bird	Yam
Al Close	Mai
AMATEUR	
Tom Widick	Yam
John Webb	Yam
Fred Maynard	Mai
Boyce Williams	Hon
NOVICE	
Darwin Zenzer	Yam
Dal Calais	Yam
Kid Coffman	Yam
Don Edlund	Yam

Escape Country MX
Trabuco Cyn, Cal.
Aug. 15, 1976

SM	
Jim Beckers	Hon
Gary Adams	Hon
Jeff Russell	Hon
SM BEG	
Scott Hern	—
Danny Rodriquez	Yam
Robbie Brown	Yam
SM NOV	
Mike Brown	Yam
Norman Nilsson	Hon
Ken Campbell	Yam
SM INT	
Chris Morey	Yam
SM EX	
Bobby McGreger	Yam
100	
William Barry	Hod
100 BEG	
Russell Montano	Suz
100 NOV	
Pat Ballard	Suz
100 INT	
Lyle M. Bali	Hon
125 A	
Mark Fitzgerald	Hon
Pat Fealy	Suz
Pat Hagedorn	Suz
125 B	
Craig Comer	Hon
Rory Fisher	Yam
Roger Piero	Yam
125 BEG A	
Mark Stubbs	—
Dennis Cole	Yam
Bobby Clark	Yam
125 BEG B	
Robert Feld	Yam
Danny Keys	Hon
Chuck Wilson	Hon
125 NOV	
Craig Johnston	Yam
Rick Zamora	Yam
Alex M. Cruz	Hon
125 INT	
Rick Collins	DA
Paul Ivie	Yam
250	
Bob Martin	Mai
Tom Snyder	CZ
Kevin Hankerd	Yam
250 BEG	
Skip Blake	C-A
Don Glover	Yam
Michael Buttrey	Yam
250 NOV	
Ray Ramirez	Suz
John Criswell	Suz
Mark Anderson	Suz
250 INT	
Tim Criswell	Suz
Mark Jacobson	Suz
OPEN	
Kirby Hopper	Yam
Bruce Orbon	Yam
OPEN BEG	
Ronald Curry	Yam
Steve Cashen	Hus
OPEN NOV	
Walt Morrison	Yam
Rich Anderson	Yam

Sunny Valley TT
Sunny Valley, OR.
Aug. 8, 1976
By Lynne Diltz

TROPHY DASHES	
ELDERLY GENTS	
Larry McLane	Hon
MINI	
Drew Roberts	Yam
100	
Bruce Smylie	Suz
125	
Kirk Howard	Suz
200	
Earl Austin	Bul
250	
Ray Dugan	Hon
OPEN TD	
Frank Word	Tri
MAINS	
MINI A	
Drew Roberts	Yam
John Risley	Yam
Joe Gaonsalves	Yam
MINI B	
Chris Sandquist	Yam
Troy Snyder	Yam
Tracy Gardner	Kaw
100 A MAIN	
Bill Davis	Suz
Robbie Speck	Suz
Don Bramblett	Suz
100 B MAIN	
Brian Doland	Suz
Mark Willaman	Suz
Morton Price	Ind
100 C MAIN	
Richard Byrns	Suz
Cliff Allen	Yam
125 A MAIN	
Kirk howard	Suz
Jeff Cook	Suz
Cecil Arispe	Yam
125 B MAIN	
Kraig Hill	Suz
Terry Phillips	Pen
Donnie Miguel	Hon
125 C MAIN	
Ron Henderson	Yam
Joe Guider	Hon
200 A MAIN	
Harold Hurd	Bul
Earl Austin	Bul
Troy Duncan	Yam
250 A MAIN	
Cecil Arispe	Kaw
Ray Dungan	Hon
Jeff Cook	Suz
250 B MAIN	
Terry Phillips	H-D
Wendall Diltz	Mon
Ken Percy	Bul
250 C MAIN	
Troy Duncan	Yam
Fred Coulsen	CZ
OPEN A MAIN	
Dana Hansen	Hon
Frank Word	Tri
Sam Armfield	Bul
OPEN B MAIN	
Cecil Arispe	Kaw
Gary Gipner	Yam
Mark Knigge	BSA
MONEY RACE	
Sam Armfield	Bul
Frank Word	Tri
Ray Dugan	Hon

Nat'l. Amateur Short Track Qualifier
Carrolton, TX.
Aug. 14, 1976
By Frank Harrison

100 MAIN	
Mike Blake	Yam
Gary Lawrence	Yam
Steve Purdue	Yam
Arguell Harris	Hod
125 MAIN	
Dennis Byrne	—
Tim Mertens	Hod
Kreg Hunt	—
David Jones	Suz
200 MAIN	
Tim Mertens	Bul
Mont McAlister	Bul
Cliff Neese	Oss
250 MAIN	
Ronnie Jones	Bul
Don Shobert	Bul
Dennis Byrne	—
Bobby Elliott	C-A
360 MAIN	
Freddie Spencer	Bul
Don Shobert	Bul
Neil Jones	Yam
James Nash	Bul

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RESULTS

Pro Am ST
Carrollton, TX.
Aug. 14, 1976
By Frank Harrison

65cc MAIN
Roger Schellenberger Yam
Brent Rosenberg Yam
Jimmy Thompson —
85 CLASS
Roger Schellenberger Yam
Steve Perdue Yam
Mike Blake Yam
100 MAIN
Mike Blake Yam
Gary Lawrence Yam
Steve Perdue Yam
125 MAIN
Dennis Byrne —
Scott Adams —
Tim Mertens Hod
250 MAIN
Ronnie Jones Bul
Billy White —
Eddie McCoy Bul
360 MAIN
Mike Cone Yam
Rusty Patillo Yam
Shawn Stovall Yam
OPEN MAIN
Neal Jones H-D
Tim Linford H-D
Steve Crow Tri

Class A Speedway
Reno, Nev.
July 27, 1976
By W.H. Spencer

SCRATCH MAIN
Norm Denny
Dennis Robinson
Mike Faria
SCRATCH CONSOL
Randy Davis
John Cook
Charlie Morse
HANDICAP MAIN
Rick Delacy
Rusty Davis
Norm Denny
HANDICAP CONSOL
Randy Davis
Charlie Morse
Dave Faria
DIV II MAIN
Glen Hutchison
Dennis Harshorn
Rick Shafer
JR MAIN
Steve Lucero
Ron Kirby
Don Kirby

OTHG MX
Valencia, Cal.
Aug. 15, 1976
By Bang Bang Ingram

EXPERTS
Lanky Larry Yam
Tacky Tim Mai
Janitor Jerry Yam
AMATEURS
Jerky John Mai
Delicate Dennis Yam
Beautiful Bruce Mai
INT
Halfast Herb Hus
Chunky Chuck C-A
Slimy Steve Yam
NOVICES
Dainty Don Yam
Rickety Rick Suz
Toilet Tom Yam
BEGINNERS
Juicy Jim Yam
Chiesler Chuck Yam

CMC MX
Puyallup, Wash.
Aug. 1, 1976
By Sue Sykes

MINI A
Ken New Yam
Phil Larson Yam
Ray Fricks Yam
MINI B
Steve Stumpf Yam
Allen Rush Yam
Roger Zoerb Yam
100 B
Jim Anderson Hon
Duane Marker Yam
Randy Kingston Yam
100 C
Joe Harwood Yam
Ron Eipal Yam
Steve Spooner Yam
125 PRO
Lee Voss WFO
Pat Jacobson WFO
Marvin Sykes Hon
125 B
Tim Michlitsch Hon
Jeff Samac Hon
Steve Poindexter Yam
125 C
Craig Glaefke Hon
Donald Knoblauch Yam
John Wallasch Hon
250 PRO
Rick Benel Bul
Gary Potts Suz
Bill Jones Yam
250 B
Tim Michlitsch Hon
Brad Davison Mon
Mike Hurlbert Mon
250 C
Mark Goff Suz
Brett Chase Suz
Don Guthrie Suz
OPEN PRO
Blaine Elledge C-A
Kurt Von Muttenheim Hus
Randy McAllister Yam
OPEN B
Floyd Chase Hus
Reid Goldman Suz
Kelli Rogers Suz
OPEN C
Henry Jacobson KMT
Vaugh Munson Bul
Jim Irwin Yam
OLD TIMERS (35+)
Lance Anderson Yam
Jim Lennstrom Mai

SRA Speedway
South Bay Speedway
San Diego, Cal.
Aug. 14, 1976
By James Brammer

SCRATCH MAIN
Rick Huckans
Brad Oxley
Doug Skiles
HANDICAP MAIN
Rick Huckans
Pat Guthrie
Mark Atkinson
THIRD DIVISION
Dennis Stewart
Terry Wyrember
Dave Klohr
JR SPEEDWAY
Louis Kossuth
Randy Bennett
Joe Donaldson
MATCH RACE
Brad Oxley
Steve Schlanser
MATCH RACE CHAMP
Bryan Buffington
Brad Oxley
SCRATCH CONSOL
Steve Lewotsky
HANDICAP CONSOL
Joe Spisak
Skip Kennedy
Ted Cheek
DIV II CONSOL
Jim Holt
John Sandona
Bill Slingsby

Old Timers at Perris
Perris, Cal.
Aug. 14, 1976
By Carolyn Graves

100-125
Dennis Andre Yam
Jim Decker* Yam
G.M. Cox* Bul
Gary Andre* Hon
Ummie Paulson Hon
250cc
Jim Cooke Hon
Allen Lowen Suz
Billy Andre Hon
250/350 AM/EX
Jim Doron Suz
Ed Kretz Hon
Rich Lizardo Bul
500 NOV
Jim Hayes Bul
Tom Whitlock Hon
Steve Stalnaker Bul
500 AM/EX
Morris Wright Mai
Bill Manley Yam
Ron Timmons Yam
500 AM/EX
Dick Moore Yam
Skeeter Hollenbeck Bul
Dick Moseley Bul
650 AM/EX
Chuck Woody Yam
Richard Johnson Tri
Gordon Myers BSA
650 AM/EX
Mike Posey Nor
C.H. Wheat Hon
Tony Denius Tri
250 ACTIVE
John Sperry Suz
Rich Trait Oss
Tom Clark Hon
OPEN ACTIVE
Walt Foster Tri
Steve Nichols Yam
John Sperry Suz
SIDEHACKS
Loren Immken
Mike Nelson Yam
Harry Fisher/
Keno Mesecher Hon
Mike Burns/
Mike Burns, Jr. Yam
SIDE HACKS
Jim Stevens/
Make Chamberlain Hon
Don Davis/
Fred Acevedo Hon
Robert Sanner, Sr./
Bill Turner Nor

Amarillo Speedway
Amarillo, TX.
Aug. 8, 1976
By Frank Harrison

MINI MX MAIN
Jerry Skinner
Marvin Skinner
Morris Troxell
100 MX
LaYne Brewer
Dan Adkins
Gary Turner
125 MX
Terry West
Brad Houck
Ricky Higgins
250 MX
Ricky Higgins
Don Shawhart
Mike Hanes
OPEN MX
Tim Sarchet
Ricky Blackwell
Robert Jones
125 SHORT TRACK
Joe Reay
Bill Hendon
Zack Dooley
360 B
Larry Schniederjan
Eldon Barker
Carol Vermillion
360 A
Randy Carthel
Brad Hutton
Earl Stovall

AMA TT Qualifier
Kanopolis, KS.
Aug. 8, 1976
By Dick Ainsworth

100cc
Gary Lawrence Yam
Tony Rehmert Yam
Ken Kraener Yam
125cc
Dennis Byrne Hon
Gary Maier Hon
Gary Garrison Hon
175cc
Chad Olinger Yam
Daniel Clarke Bul
Ken Norton Yam
200cc
Tim Mertens Bul
Mont McAllister Bul
Mont G. McAllister Bul
250cc
Bob Elliott C-A
C.D. Martin Yam
Dennis Byrne Hon
250cc MULTI—CYL./
360 SINGLES
Mark Kumle Hon
Cliff Crites Yam
Ron Nash Hon
500 SUPPORT
Tim Newby Yam
Bill Snyder Bul
Jack Schroeck Pen
OPEN SUPPORT
Stan Engdahl H-D
Keith Harris BSA
Tim Lindfors H-D

Timberline Enduro
Steamboat Sprgs., Colo.
Aug. 8, 1976
B. D. Stern

OVERALL
Ed Schmidt Hus
OPEN
Dave Mungenast Hus
Bob Bauerkemper Yam
Floyd Stretch Yam
250
Lewis Cunningham Hon
Mike Carson Hus
Gary Palmgren Mon
175
Dan Bontrager Yam
Bob Rief Hus
Joe Schmid Hus
125
Van Pepper Hod
Chuck Schueller Zun
Vince Hill Kaw
THUMPER
Richard Savala Yam
Robert McCabe Yam
Scotty Brown Yam
WOMEN
Lisa Baker Hus

Perris TT & ST
Perris, Cal.
Aug. 13, 1976
By Carolyn Graves

SHORT TRACK
100/125
Danny Moore Kaw
Brian Burch YZ
Rick Blankenship Kaw
250
Chris Choisser Yam
Jim Chapman Kaw
Robby Mella Yam
250
Eddie Beeson Yam
Dorothy Rowe Yam
Mark Cain Bul
OPEN
Mike Montgomery Yam
Rick Blankenship Yam
John Sperry Suz
TT
100 NOV
Mike Sharp Yam
Mike Kirby Yam
Ellen Carroll Yam
125 NOV
Dan Moore Kaw
Rick Blankenship Yam
Larry Storment Hon
100/124 AM/EX
Brian Burch YZ
Kirk Smith Yam
Bill Dobbs Yam
250 NOV
Jim Chapman Kaw
Dan Causky Hon
Rick Blankenship Yam
250 AM/EX
Eddie Beeson Yam
John Sperry Suz
Dorothy Rowe Yam
OPEN NOV
Mike Montgomery Yam
Pat McCann Yam
Dennis Pinheior Suz
OPEN AM/EX
John Sperry Yam
Vince Landry Yam
Charles Petty Yam

Black Hills Classic
$2000 Pro Half Mile
Sturgis, S.D.
Aug. 14, 1976

NOVICE FINAL
Eddie Lawson Bul
Peter Hook Yam
Joe Wilson Bul
Mike Rhoads Bul
JR FINAL
Don Goss H-D
Scott Pearson Yam
Rory Simmons H-D
Wm. Miller Hon
EXPERT FINAL
Walter Mundt Tri
Sonny Burres Tri
Mike Caves H-D
Wm. Hofmeister H-D

Black Hills Classic
Night Pro ST
Sturgis, S.C.
Aug. 14, 1976

NOVICE
Lance Jones Yam
Tim Sack Bul
Michael Rhoads Bul
JR & EX
Mike Eaves Bul
Tandy Carthel Pen
James Rawls Kaw

Pacific Coast
Regional Championship
Sturgis, S.D.
Aug. 15, 1976

NOVICE
Randy Mamola Yam
Eddie Lawson Bul
Danny Hogue Yam
JUNIOR
Don Goss H-D
Ted Davidson Yam
Scott Pearson Yam
EX
Mike Collins H-D
Chubby Armour H-D
Vern Johnson H-D

Black Hills Classic
Hillclimb
Sturgis, S.D.
Aug. 13, 1976
By Joe Gonzales

0-100
Mike Miller Yam
Erik Goehrs Yam
Jeff Fish Hod
101-125
Ben Eckhardt Suz
Dale Craft Yam
Terry Hansen Yam
126-175
Donald Schulte Kaw
Larry Laselwood C-A
201-250
James Scott Mai
Lawrence Ehnes Hon
Terry Hansen Suz
251-350
Gary Finn Kaw
Kevin Ehnes Yam
351-500
Gordon King Yam
Kirk Johnson Yam
Bruce Sass Yam
501-750
Charles Thomas Tri
751 — OVER
Barry Kolbe Yam

SRA Speedway
Irwindale, CA.
Aug. 19, 1976

LA Sprockets 49
Ventura 29
HANDICAP MAIN
Kevin MacDonald
Dave Sims
Rick Farron
DIV II MAIN
Mack Atchison
Brain Aler
Bob Waller
TOP SCORERS
SPROCKETS
Mike Bast 15
Bruce Penahll 13
Gene Woods 10
TOP SCORERS SHARKS
Bobby Schwartz 11
Dan Becker 6
Dave Sims 5

SRA Speedway
Costa Mesa, CA.
Aug. 20, 1976

Orange County 40
San Bernardino 38
HANDICAP MAIN
Ron Rose
Brad Oxley
Alan Christian
DIV II MAIN
Warren Goodwin
Steve Pergin
Jim Hold
TOP SCORERS EAGLES
Bill Cody 14
Bill Gray 11
Alan Christian 6
TOP SCORERS SIZZLERS
Mark Cherry 13
Larry Shaw 10
Jim Fishback 5

SRA Speedway
Bakersfield, CA.
Aug. 21, 1976

Bakersfield 46
Irwindale 32
HANDICAP MAIN
Brian Buffington
Tom Morley
Bert Harkins
DIV II MAIN
Scott Stone
John Sandona
Bob McLain
TOP SCORERS BANDITS
Dubb Ferrell 14
Jeff Sexton 12
Steve Nutter 9
TOP SCORERS
SPROCKETS
Mike Bast 10
Bruce Penhall 7
Rob Morrison 6

Speedway Nat'l.
Qualifying Round 1
Ventura, CA.
Aug. 17, 1976

1. Danny Becker 12
2. Randy Marsh 11
3. Ron Preston 10
4. Dave Sims 10
5. Steve Columbo 10
6. Larry Shaw 9
7. Gene Woods 9
8. Mike Muntean 8
9. Scott Sivadge 8
10. Bill Gray 8
11. Jim Fishback 7
12. Dan Toomey 5
13. Sonny Nutter 5
14. Dean Forman 4
15. Bert Harkins 2
16. Dennis Sigalos 2

Speedway Nat'l.
Qualifying Round II
San Bernardino, CA.
Aug. 18, 1976

1. Ron Preston 14
2. Larry Shaw 13
3. Gene Woods 12
4. Dennis Sigalos 11
5. Randy Marsh 10
6. Dave Sims 10
7. Jim Fishback 9
8. Sonny Nutter 8
9. Bill Gray 8
10. Dean Forman 7
11. Danny Becker 6
12. Dan Toomey 5
13. Scott Sivadge 4
14. Steve Columbo 2
15. Bert Harkins 1
16. Mike Muntean 0

D-37 Hare Scrambles
Lucerne Valley, CA.
Aug. 22, 1976
By Judy Kinnaman

OPEN
EXPERT
Mike Edmonson Yam
Jeff Kirk Yam
Randy Brown Yam
OPEN AM
J. Ordnoff Yam
Dan Thordarson Yam
Jack Trotter Hus
OPEN NOV
Chuck Fourer Yam
Robert Carroll Yam
Beverly Hughes Hus
250 EX
Brent Wallingsford Hus
Tom Schell Suz
Gary Conner Yam
250 AM
Nate Sciaqua Yam
Randy Devonshire Hus
Carl Fjastad Yam
250 NOV
Dave Riker Suz
Charles Nuckles Hus
Rick Sohns Yam
C EX
Andy Klein Yam
Mitch Payton Hus
Steve Lindsey KTM
C AM
Tim Fagg Oss
Dennis Nuckles Suz
"Torn Page Wilson Yam
C NOV
Chuck Bollinger Jr. Yam
Mark Manley Hon
Robin Busse Yam
T EX
Chuck Cartledge Yam
Charlie Hamill, Jr. Yam
"Piston Pete" Yam
T AM
Tim Larson Yam
Scott McConnehey Yam
Kenny Dodd Yam
T NOV
Roland Busse Yam
Jeff Hammer Yam
John Jones Yam
SR OPEN
ESPERT
Art Knapp Hus
Dick Camp Yam
Bruce Llewellan Yam
SR OPEN AM
Alan Johnston Yam
Irvin Sinclair Hus
Dick Burley Hon
SR OPEN NOV
Ron Hubbard Yam
Dick King Yam
R. Shook Yam
250 EX
George Walker C-A
Grumpy Yam
Wendell Park, Sr. C-A
250 AM
F. Patterson Yam
250 NOV
Curley Miller Yam
C EX
Bob Terrazas Hus
Harry Cantrall Yam
Rod Lundstrom KTM
C AM
Gene Farvour KTM
C NOV
George Merrell Yam
T EX
Willy Eveland Yam
Don Ogilvie H-D
WOMEN
EXPERT
Cherry Stockton Bul
AMATEUR
Juanita Morris Yam
T—NOV
Lisa Christianson Yam
BEGINNERS
Ed Ogden, Jr. Yam
Mike Llewellan Yam
Kirk Barton Suz

CMC RR
Ontario, CA.
Aug. 22, 1976
By J.D. Ulrich

50 GP
Bob Nolan Vil
Jim Ahrens Sac
Mario Caldato I-J
100 GP
Flem Juliussen Kaw
Jeff Pasternak Ang
Arild Tverdal Yam
125 GP
Philippe deLespinay GCS
Jeff Steele Yam
Robert King Yam
200 GP
Mike Veslasco Kaw
John Hewitt Yam
Jim Lester DKW
250 GP
David Emde Yam
Harry Klinzmann Yam
Tony Murphy Yam
350 GP
Rocky Rockwell Yam
Keith Code Yam
Leland Hancock Yam
500 GP
Alex Dannon Yam
David Emde Yam
Vance Breese MG
125 PROD
Dick Hewitt Yam
Jim Lester DKW
Wally Karpynec Yam
200 PROD
John Hewitt Yam
Mike Seifert Kaw
250 PROD
Wally Karpynec Suz
Kevin Andress Yam
350 PROD
Dick Fuller Yam
Tom Hayner Yam
Chris Rank Yam
500 PROD
Dick Fuller Yam
Tom Hayner Yam
Robert Lebo Yam
750 PROD
David Breetwor Tri
Emile Mullick Hon
Vance Beese MG
OPEN PROD
Dick Kilgroe Kaw
Don Gorak Kaw
Jan Mitchell Kaw
600 4-STROKE GP
Tom Ballantyne Hon
OPEN 4-STROKE GP
Dick Kilgroe Kaw
Vance Beese MG
Carry Koeshgerian Hon
CAFE
Tom Ballantyne Hon
Don Gorak Kaw
David Lowe Kaw
SUPER CAFE
Dick Kilgroe Kaw
Emile Mullick Hon
John Small —

R.A.C.E. MX
Corona, Cal.
July 30, 1976

MINI CYCLES
Brett Fox Hon
Ray Soria Hon
Allen Lucas Yam
SUPER MINI
Scott Davis Yam
Rod Hetrick Yam
Alan Small Yam
100 BEG
Tony Apodaca Suz
Wm. Nielsen Yam
Dave Clark Suz
100 NOV
Bart Onasch Hon
Brian Hoffman Suz
P. Schreffler Yam
125 BEG
Dan Baker Yam
Mike Baker Kaw
Steve Moore Hon
125 NOV
Bobby Hart Yam
Robert Fox C-A
Mark Branch Kaw
250 BEG
Star Cayle KTM
Craig Kundig Oss
Mike Rumme Suz
250 NOV
Steve Wiseman Bul
Jim Beardsley Yam
Craig Cortner Oss
500 BEG
Rick Smith Yam
Mike Rhode CZ
George Marshall Yam
500 NOV
Mark Rawley CZ
Dave Willis Yam
Glenn Glass Mai
250 INT
Blake Bunnell Suz
Kim Palmer Suz
Dale McKinney Bul
125 PRO
David Williams Suz
Marty Wolford Hon
Scott Sheedy Hon
250 PRO
David Williams Suz
Goat Breker Kaw
Tim Wyant Suz
500 PRO
David Williams Suz
Floyd Burk Hus
Randy Blevins CZ

AME MX
Valencia, Cal.
Aug. 13, 1976
By Shirley

PEE WEE JR
Carl Tignino Ind
Raymond Swearlinger MV
Kami Stiles Ind
PEE WEE MOD EX
Brent Bowers Ind
Danny French Ind
Roy Smith Ind
JR CYCLE BEG
Eddie Robison Hon
Steve Clinger Ind
Mark Foulk Hon
JR CYCLE JR
Tini Camarena Hon
Gary Szilagyi Hon
Charlie Taylor Hon
83 BEG (9-11)
Bruce Tabor Yam
Tran Ellis Hon
Mike Foulk Hon
83 JR (9-11)
Doug Gentry Yam
Nick Athans Yam
James Hateley Yam
83 BEG (9-11)
Jamie Pena Hon
Tom Costin Yam
Mark Jeppson Yam
83 BEG (12+)
Jon Turner Kaw
David Lamb Hon
Greg Atkinson Hon
83 BEG (12+)
Zoli Meszaros Hon
John Alexander Hon
Patrick McConnell Hon
83 JR (12+)
Debbie Zielke Yam
Andy Meszaros Yam
David Benson Yam

Kansans victorious in AMA Qualifier!

By Dick Ainsworth

LAKE KANOPOLIS STATE PARK, KAN., AUG. 8

Gary Lawrence, Dennis Byrne, Chad Olinger and Mark Kumle beat the out-of-town aces on the well-prepared Kanopolis TT track in this AMA Qualifing Amateur Series event for TT and flat track racers. The only non-Kansans to be victorious were Illinois flyer Tim Mertens and Texan Bob Elliott.

Florissant, Mo.'s Ken Kraemer jumped into a quick lead in the 100cc final but on lap four was passed by 1975 Expert Mini Champ Gary Lawrence. Dodge City's Tony Rehmert came from last place to take second from Kraemer.

14 riders lined up for the 125cc final but to nobody's surprise it was KMSA No. One Dennis "The Burner" Byrnes taking the lead right off and running away with the win. Gary Maier took second with Gary Garrison coming from last to finish third at the end. The 175cc final was a battle between "Bad Chad" Olinger and Danny Clarke with the lead changing hands four times. Olinger shook free on lap eight and went on to win.

Belleville, Illinois, ace Tim Mertens was gone like a rocket in the 200 final and led the father-son team of Mont O. and Mont G. McAllister all the way. Texan Bobby Elliott took the 250 lead with C.D. Martin in close pursuit. "Burner" Byrne was buried back in the pack and threading his way through the slower traffic. By lap four he was in third and for the next six laps and the end of the race, he and Martin would battle back and forth for the runner-up spot. At the end it was Martin by a bike length.

Tim Lindfors took the 360 lead but by lap three Mark Kumle horsepowered by with Cliff Crites moving up later to take second.

Besides these regular classes, a 500cc and Open motor support class was held as KMSA/Kansas is really "big motor country". Tim Newby won the 500 and KMSA Vice-President, who rode his first motorcycle race in 1946, Stan Engdahl won the Open. ●

Rio Bravo holds GNC opener

By Jim Gianatsis

HOUSTON, TEX., AUG. 8

Together with two other tracks in the state, Austin Cycle Park and Lake Whitney Cycle Park, Rio Bravo Park kicked off their regularly scheduled races with the opening round of the new Grand National Championship series. The goal is picking up enough points to race at the GNC series final to be held at the Astrodome on Sunday, March 20, 1977, the day after the AMA Houston Super Series event.

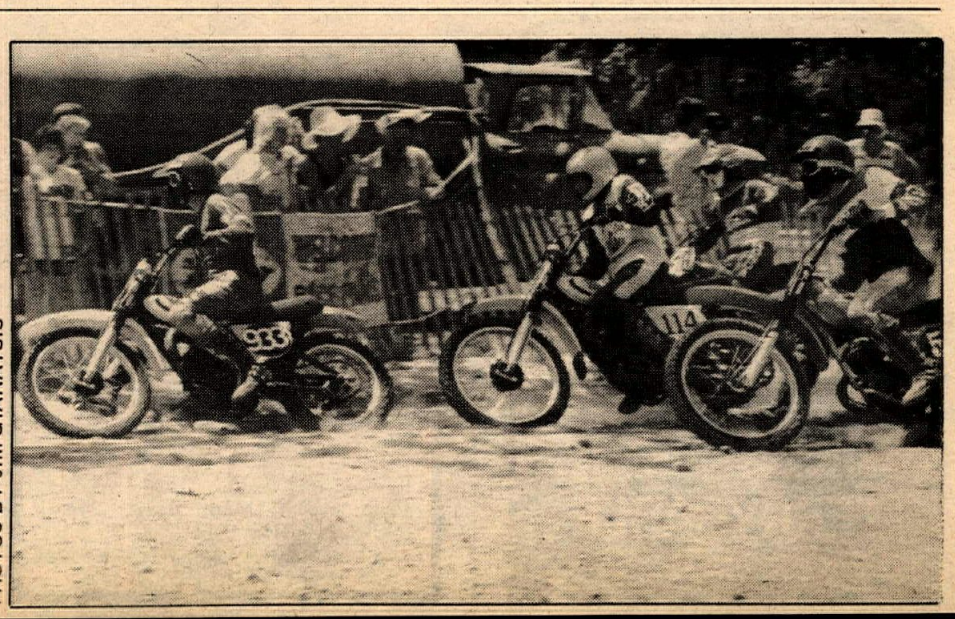
The exact process has GNC members earning points at their local tracks to qualify them for a State Championship. The top twenty riders in each class from their State Championship will qualify for the National Semi-Finals at Rio Bravo on March 18 and 19, 1977. The top 100 riders in each class advance to the finals held the following day in the Astrodome.

The purpose of the Grand National Championship is "...to give the enthusiast the National recognition they want." Considering that over 70 percent of the some 300 riders at Rio Bravo shelled out the $15 required to join the GNC, it seems that weekend riders want a goal to work towards that does provide some sort of glory. Whether or not it's deserving is questionable since the AMA already has existing National programs for Amateur and Professional riders which have to be considered the ultimate in deserving National recognition because they're suppose to be made up of the best riders in the country. The fact that the GNC picked up such strong support at its first sanctioned event (and sanctioned it is with memberships, rules but no insurance) shows that the AMA is definitely lacking in their programs for riders on the local level.

Hopefully the Grand National Championship series won't cloud even more, the already confusing situation of motocross in America that has so far prevented an exciting sport from attaining the recognition it deserves. ●

Results in Results Section.

(Above) Californian David Taylor suffered mechanicals at Rio Bravo to post a fifth in 125 Expert. (Below) 100 Novices go for it.



PHOTOS BY JIM GIANATSIS

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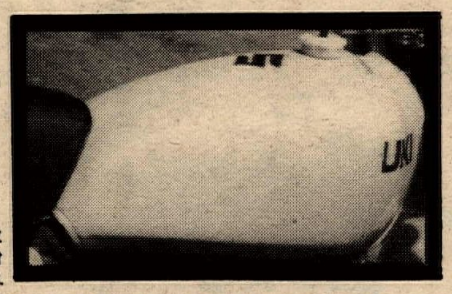

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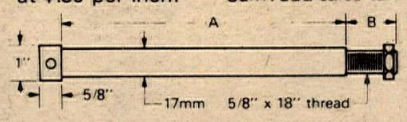

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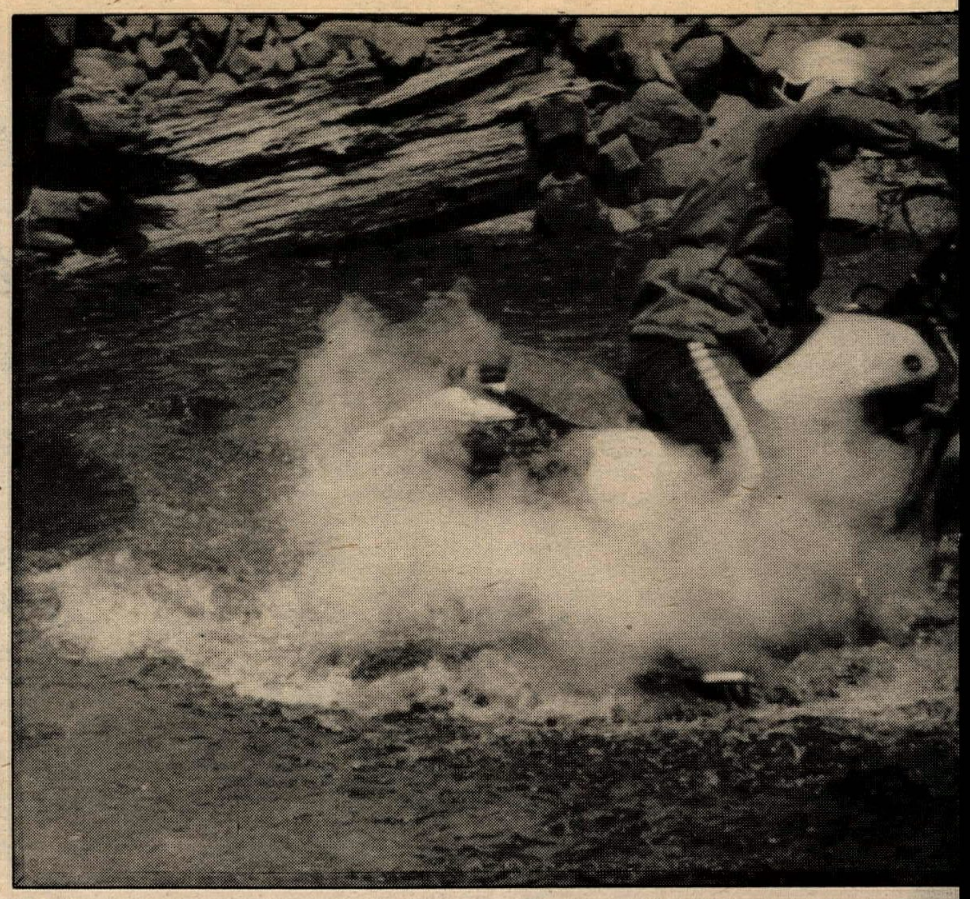

If the Timberline Enduro didn't try to drown 'em (above) it had them meeting the nicest

PHOTOS BY MARY STEEN

le (below).

Timberline Enduro

By D. Stern

STEAMBOAT SPRGS., COLO., AUG. 8
In the middle of Colorado's Rockies, near the Wyoming border is Steamboat Springs, the home of the Steamboat Racing Association. For the last four years running, they've hosted the Timberline Enduro. And this is it: ride up past the timerbline, then take a look from the top of the world. The trick set-up for this event is to have an instamatic camera in the breast pocket of your Belstaff jacket. And be prepared to lose a few points, if you don't stop for at least a peek, your goggles must still be covered from the last mudhole.

Organizing a 100 mile enduro to the satisfaction of a large group of diverse interests and talents has got to be a near hopeless task. John Worcester of Mountain Motor Sports in Steamboat Springs has taken the job and produced an enduro best described as memorable. Worcester's goals in laying out an enduro was selecting a course that will not be impassable to the novice, yet challenging to the expert and as he says, "I want to give every rider something to remember – like the rock slide.".

Certainly every rider should find something to remember. Switchback trails that led just short of the ozone, genuine east coast-like slime riding, fireroading that would give Kenny Roberts a few thrills, a rock slide for traction on a long uphill (the demise of the one-two-fives), a few miles of water dike jumping, etc., etc. There was almost a character to each section in between checks.

The final section was designed to separate the men from the boys. Whether the Steamboat Racing Association knew that the likes of Ed Schmidt and Dave Mungenast would show or not, they were prepared with some mileage for the outstanding rider.

Ed Schmidt took overall, dropping only 14 points. The talk was that Ed finished the event, stopped, cleaned the rims of mud, tossed the Husky on its side, lubed the chain and checked it over. Probably just getting ready for another 100 miles.

Dave Mungenast filled the 1st Open position with 17 points (second overall). He was on the automatic Husky and notice fourth 250. Are we gonna have Mungenasts like Pentons?

Leis Cunningham came all the way from New Mexico to lead the 250's. Dan Bontrager was reputed to have driven a 1973 Yamaha 175 enduro to his victory. Van Pepper led the four 125 finishers out of 25 starters. He smoked the nearest competitor by 21 points.

The Timerline Enduro sported a special class for four stokes 351-?. Triumphs and BSAs were seen in the field, but the Yamaha TT cleaned house. It was rumored that Scotty Brown's custom seat produced an adverse airfoil effect and prevented him from a higher positon.

Lisa Baker led the women and probably most the men on her 400 Husky. She was one of the 25-30 percent that did finish (of about 300 riders). ●

Buffalo Speedway Amateur Qualifier

By Frank Harrison

CARROLTON, TEX., AUG. 14
With all the top pros from Texas "up North" it would seem useless to have a good program of short track at this time of year; however, the "stay at home" pro's along with a large contingent of amateurs from far and near put on a top notch dual program and the big names weren't even missed.

Two complete programs were necessary with a National Amateur AMA Qualifier kicking off the evening with 35 riders from Illinois, Kansas, Oklahoma, Louisiana, and Texas all trying for the National Final to be held in Toledo September 25-26. One heat and final were run in each class with Yukon, Oklahoma's Mike Blake (Yam) winning the 200cc; Kansan Dennis Byren winning the 125; Tim Mertens (Bul) the 200; Ronnie Jones (Bul) the 250; and the best race of the evening, the 360 Main with Neal Jones quickest in turn one, Shreveport's "fast" Freddie Spencer on his tail and Lubbock, Texas' Bubba Shobert running hard, all on Bultacos. Re-shuffling came fast as Spencer took the lead and Jones dropped back to third while Shobert then pushed hard on Spencer. The finish was Spencer, Shobert, and Jones.

With all the serious AMA business out of the way, the regular Pro-Am Short Track program blasted off with almost 100 riders competing. After qualifying heats, it was Carter Yamaha's Roger Schellenberger who really put it on them by winning the 65cc and 85cc mains back to back

With two full rows of riders sorted out for the 350 Main it was anybody's guess even after the start as everyone aimed at turn one pole – somehow it turned into an elbow to handlebar battle with Dallas Yamaha's Bruce Moore, Sherman Yamaha's Mike Cone and Rusty Patillo all briefly in the lead through turn two, however Cone came out leading on the back stretch, but with Moore tight on his tail and Patillo still pushing hard. Then Moore drifted wide in four of lap two letting Patillo in to start working on Cone, while Lubbock's Bubba Shobert moved into third. All this time, the pride of Stovall Yamaha, Shawn Stovall threaded his way through the pack from an almost rear position start picking them off one and two at a time. Just as Stovall moves by into fourth Shobert goes down leaving the finish to the "ole roadracer" Mike Cone, Rusty Patillo, and Shawn Stovall.

The Open event was sort of a fun thing as Oklahoma's Neal Jones did his first "big motor" ride on Ivey's Harley-Davidson. The overpowered "short tracker" looked like a monster and just cruised around in front of Tim Linford, also H-D mounted and Steve Crow on his Triumph. ●

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CALENDAR

Calendar listings are a free Cycle News service. Check on an event by calling the phone number listed before going. Information, changes, and cancellations are the sole responsibility of the promoters. All information MUST be in writing. We will not accept calendar items without the name and current phone number of the person sending us the information. We are absolutely not responsible for any information given over the phone. We reserve the right to edit all calendar listings and to reject information not meeting our guidelines. All calendar items must arrive by noon Thursday for the following week's issue.

August 26

SRA & NSL SPEEDWAY
Irwindale Rcwy., Irwindale, Calif. Starts 8 pm. Home of Los Angeles Sprockets. Adm. adults $3.50, Jrs. (13-16) $2.50, kids (8-12) $1. 213/334-4949.

CMC MOTOCROSS
Ascot, Gardena, Calif. Gate open 5 pm, prac. 6-7, race 7:30. Admission $3. HS students $2. Free parking. Trophies & prizes. 213/323-1142.

CRC MOTOCROSS
Corona Rcwy., Corona, Calif. First race 7:30 pm. 714/689-6114, 735-1705.

CMC NIGHT MX
Fremont Rcwy., Fremont, Calif. Gate open 4:30 pm, prac. 5:30-6:30, race 7 pm. All classes + OT, PP & minis. Entry $6 post. 166% Ex. cash p.b. 30% brass. $3000 rider med, insu. Norcal MX. 415/881-1039, 278-4269.

August 27

PERRIS TT
Perris Raceway, Perris, Calif. Gate open 6 pm, prac. 7:30, race 8 pm. Entry $3 plus gate. PO Box 371, Perris, CA 92370. 714/657-3678, 657-8917.

R.A.C.E. MOTOCROSS
Fwy. 91 to Magnolia or Pierce off-ramp. Corona, Calif. Prac. 6 pm, race 7:30 pm. Entry $5. Beg6Nov/Int/Ex. 30% brass, 200% p.b. to Ex. 714/735-1705.

AMC NITE MX
O.C.I.R., East Irvine, Calif. Gate open 5 pm, prac. 6, race 7:30 pm. All entries $6. Free rider gate. 200% p.b. to Pros (inc. minis & 100). $3000 med. ins. 714/581-2778.

CMC NIGHT MX
Irwindale Rcwy., Irwindale, Calif. "Night National Qualifiers." Race 7:30 pm, entry $6 per class. Adm. adults $3.50, Jrs. (13-16) $2.50, kids (8-12) $1. 213/334.4949.

AME MOTOCROSS
Indian Dunes, Valencia, Calif. Int. track. Helmet House Summer Series. Finals on Labod Day weekend. Sign up 6-7:30 pm, prac. 7, race 8. Entry Sptsm. $7, Pros $10 post only. 30% brass, 100% Pro p.b. AME, PO Box 1421, Reseda, Calif. 91335. 213/881-5778.

CMC NIGHT MX
West Capital Rcwy., Sacramento, Calif. Gate open 4:30 pm, prac. 5:30-6:30, race 7 pm. All classes inc. OT, PP & minis. Entry $6 post. 166% Ex. p.b. 30% brass. $3000 rider med. ins. All new track. Norcal MX. 415/881-1039, 278-4269.

D-36 SEMI PRO ST
Lodi Cycle Bowl, Lodi, Calif. Sign up 5-7 pm, prac. 5:30-&, race 8 pm. Entry $4 1st bike, $2.50 2nd. All classes, pee-wee to 360cc. Stockton Scramblers MC. 209/368-7182, 465-1018.

SEMI PRO CMC MX
Sand Hill Ranch, Brentwood, Calif. $6 ride, $3 watch. Sign up 4-6:30 pm, race 7. 415/634-2086, 634-3328.

August 28

AMA SEMI PRO SHORT TRACK
Pioneer Arena, Oakdale, Calif. S on Pioneer btwn. Oakdale & Escalon. Sign up 4-6 pm, prac. 4:30-6 pm, race 7 pm. Entry $3.50; 2nd bike $1.50. $2.50 watch. Semi Pro $3.50 gate plus $2.50 at sign up. 100% p.b. plus $25 extra to each Ex. class. 209/869-1457.

ELSINORE TT
Elsinore Raceway. Hwy. 71 at Lugonia, Lake Elsinore City, Calif. Beg-Ex sign up 6 pm, prac. 7, race 8 pm. Gate $2, race $3. 20% brass. Clubs & groups ride own class. 714/674-5383, 826-2386.

D-36 TT & ST
Willow Creek Park, Willow Creek, CA. Hwy 299 to Willow Creek, turn at Chevron Sta. to Pk. All classes & minis. Sign up 4:30 pm, race 6 pm. 100% p.b. Entry $8/$12 Ex. Far West MC. 707/822-3654, 443-8031.

CMC SEMI PRO MX
Action Raceways, Redding, Calif. S 99 to Clear Crrek Rd., W 8 mi. to water tower, L at Cloverdale Rd., 3 mi. to track. Gate open 4 pm, race 7:30 pm. Entry Ex/Pro $15; Nov/Am $8; Pee Wee $4. 100% Ex. p.b. 916/241-1100.

SHORT TRACK
Benton Lane Park, N of Eugene, Ore. to Jct. City, W on 99 W to BL Pk. Prac. 6, race 7 pm. Entry $4. Territorial Racing Assoc. 503/998-8472.

CMC White Knuckle NATIONAL MX

Argyll Park
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CRC Race Schedule
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Aug. 29	Escape Country
Sept. 5	Indian Dunes (Shadow Glen Track)
Sept. 12	Escape Country
Sept. 19	Indian Dunes (Int'l. Track)

CENTRAL

D-20 AMATEUR FLAT TRACK
Buffalo Park Speedway, 2 mi. W of 135E on Beltline Rd. in Carrollton, Texas. Pits open 6 pm, race 8 pm. 214/241-9135, 242-8117.

August 28-29

AFM GOLDEN GATE CHALLENGE ROADRACE SPRINTS
Sears Point Int'l Rcwy., Hwys. 37 & 121, Sonoma, Calif. $2000 purse. All classes except Superstreet. All riders must qualify Sat. to race Sun. 916/392-0611, 415/547-2947, 938-3178.

Central

AMA MINICYCLE NAT'L CHAMPIONSHIP
Cyclerama, San Antonio, Texas. Dirt Track & MX. Adm. $5. DT prac. 7 pm, race 8 pm; MX prac. 10 am, race 12 noon.

August 29

DRA TEAM RACE
California City, CA. N of Galileo Hill. 9 am start. $400 purse, 20% brass. PP teams any size, any class, same for Srs. All others must team with same size & class for pts. Limed from 17 mi. N 4/corners, Hwy. 395, L side. 714/373-4647.

D-37 DUAL EUROPEAN SCRAM.
Limed from Trona Rd. First race 8 am. Buzzards & San Gabriel MC. 4-courses. Rescue 3. 213/358-2878.

D-37 SUPER-X
Indian Dunes, Valencia, Calif. No memb. req. D-37 MX pts. Gate open 7 am, prac. 8 am. Entry $7, post only, all classes. $1 extra for pie plate. Brand new course. Dirt Diggers MC. 213/249-6460, 375-0737.

CMC SEMI PRO MX
Helvetia Park, West Sacto. Harbor turnoff-west Sacto-7 mi. to track on L. Gate open 6:30 am. Entry $8/$15. 110% p.b. Pros, 30% brass. All classes. Camping. B.O.S.S. CMC. 916/635-5240.

AMA MOTOCROSS
Santa Cruz Cty. Fairgrounds, Hwy. 152, Watsonville, Calif. Sign up 6-9 am, prac. 8-9 am, race 9:30 am. Entry Nov/Am $6.50, Ex. $20. Last race of 5 race series. 408/426-3237.

CMC SEMI PRO MX
Sandhill Ranch, corner of Vasco & Camino Diablo, Brentwood, Calif. Gate open 6:30, prac. 8-9 am. Entry $8/$15 Pros. New sandy track. 415/634-3328, 634-2086, 687-2150.

D-35 MOTOCROSS
Spillway Park, Santa Maria, Calif. US 101 to Broadway off ramp & follow signs. Sign-up 7 am, race 9 am. Entry $6/$11 Pros. 100% p.b. to Pros, 30% brass. All classes, mini-Open. Free ON camping. Honda ATC 90 Championship Race special event. 805/937-6171.

D-36 EURO SCRAMS
Prison Hill, Carson City, Nev. Summer 8 week Hi Point series. Semi Pro p.b. Minis, OT, PP brass all classes. Sign up 6:30, prac. 7:30, race 9 am. Entry $9/$20 Ex. $3000 med. ins. R TEAM, 6325 Blackwood Dr., Sun Valley, Nev. 89431. 702/673-1124.

CMC BICENTENNIAL MX SERIES
Puyallup Rcwy. Park, Puyallup, Wash. Gate open 8:30 am, sign up 8:30-10, prac. 10:15-10:45, race 10:45 am. Entry $4 minis, $5.50 Jr/Int, $8 Pro. 100% p.b. Pros. 206/631-1550.

AME MOTOCROSS
Camarillo Airport, Camarillo, CA. W on Ventura Fwy. to Los Posas, S to Pleasant Valley Rd., W to Wood Rd., N to airport & track. Gate open 7 am, sign up 7-8:[illegible], prac. 8, race 9. Ent[illegible] [illegible]smn $7 mail, $10 [illegible]. Pros $12 mail, $15 post. Memb. req. $8. $1000 med. cov. 30% brass. AME, PO Box 1421, Reseda, CA 91335 213/881-5778.

$1000 PURSE

AMA CLASS A SPEEDWAY
Sears Pt. Int'l Rcwy. Hwy. 101 or I-80 to Hwy. 37, then to Hwy. 121 turnoff to Sonoma. Gate 5 at Rcwy. Gate open noon, race 1 pm. 707/938-8448.

CRC-ECRA MX
Escape Country Trabuco Cyn., Calif. All classes, minis & gals welcome. Cash to Ex. 30% brass same day. Memb. not req. Entry $7 Sptsm., $10 Ex. Gate open 7 am, race 9:30 am. 213/830-7519.

AMA MOTOCROSS
Santa Cruz Cty. Fairgrounds, Hwy. 152, Hecker Pass Rd. Sign up 6-9 am, prac. 8-9. race 9:30 am. Entry Nov/Am $6; Ex. $20. Final race of series. 408/426-3237.

CMC MOTOCROSS
Saddleback Park, Orange, Calif. Jr/Int $7 mail, $10 post. Pros $12 mail, $15 post. Gate open 7:30 am, sign up 7:30-8:30, prac. 8-9, race 9:30. CMC, PO Box 1402, Costa Mesa, Calif. 92626. 714/557-3323.

September 1

SRA SPEEDWAY & NMRA DEB HEADER
Ascot, 18300 So. Vermont Ave., Gardena, Calif. Free parking, program, pencils. Adm. $2.50, kids 9-15 $1, under 9 free. 231/323-1142.

September 2

CMC MOTOCROSS
Ascot, Gardena, Calif. Gate open 5 pm, prac. 6-7, race 7:30. Admission $3. HS students $2. Free parking. Trophies & prizes. 213/323-1142.

September 2-4

CMC NIGHT NATIONAL MX
Fremont Rcwy., Fremont, Calif. Thurs: gate open 4:30 pm, prac. 5:30-6:30, race 7 pm. Sat: gate open 3:30 pm, prac. 4:30-5:30, race 7 pm. Entry $10/$15 Pros (good for both days) $1500 Pro purse, 30% brass. Contingencies, free Bel-Ray Oil to all riders. Norcal MX, 22735 Alice St., Hayward, Calif. 94541. 415/881-1039, 278-4269.

September 3

CMC SEMI PRO MX
Sand Hill Ranch, Brentwood, Calif. $6 ride, $3 watch. Sign up 4-6:30 pm, race 7 pm. 415/634-2086, 687-2159.

D-36 SEMI PRO ST
Lodi Cycle Bowl, Lodi, Calif. Sign up 5-7 pm, prac. 5:30-7, race 8 pm. Entry $4 1st bike, $2.50 2nd. All classes, pee-wee to 360cc. Labor Day Hi-pt. series. Westside Eagles MC. 209/368-7182, 529-1620.

CMC NIGHT MX
West Captial Rcwy., Sacramento, Calif. Gate open 4:30 pm, prac. 5:30-6:30, race 7 pm. All classes + OT, PP & minis. Entry $6 post. 166% Ex. p.b. 30% brass. $3000 rider med ins. Norcal MX. 415/881-1039, 278-4269.

CMC SEMI PRO MX
Sand Hill Ranch, Brentwood, Calif. $6 ride, $3 watch. Sign up 4-6:30 pm, race 7 pm. 415/634-2086, 687-2159.

R.A.C.E. MOTOCROSS
Fwy. 91 to Magnolia or Pierce off-ramp. Corona, Calif. Prac. 6 pm, race 7:30 pm. Entry $5. Beg6Nov/Int/Ex. 30% brass, 200% p.b. to Ex. 714/735-1705.

AMA WESTERN REGIONAL TT
Oregon Sidewinders Track, 13500 SE Lawnfield Rd., Clackamas, Ore. 8 pm. $3500 purse. 503/659-1830/659-1022.

September 4

BMMC SHORT TRACK
Triangle Speedway, 2 mi. SW of Hermiston, Ore. on Westland Rd. Prac. 7 pm, race 8 pm. Entry $3 per class. 100% cash or brass p.b. Class C tires, sil. req. Blue Mtn. MC, Box 590, Hermiston, Ore. 503/567-5744.

D-36 SEMI PRO ST
Pioneer Arena, Oakdale, Calif. Sign up 4-6 pm, prac. 4:30-6, race 7-11 pm. Entry $3.50 1st bike, $2.50 2nd. All classes, pee-wee to 360cc. Labor Day Hi-pt. series. Oakdale MC. 209/869-1457.

DRA SILVER CUP INVITATIONAL
California City, Calif. Start 10 am. Only top pt. riders invited. Dual pts. 714/373-4647.

D-36 TT & ST
Willow Creek Park, Willow Creek, CA. Hwy 299 to Willow Creek, turn at Chevron Sta. to Fk. All classes & minis. Sign up 4:30 pm, race 6 pm. 100% p.b. Entry $8/$12 Ex. Far West MC. 707/822-3654, 443-8031.

CALENDAR

September 4-5

1000 MILE CENTRAL CALIF. TOUR
Thru ghost towns, mining camps, State & Nat. Parks, mountains, valleys. Pre-entry $5, must be postmarked by Aug. 15. Chowchilla MC, PO Box 591, Chowchilla, CA 93610.

D-37 "INVADERS" GRAND PRIX
Oak Hill Wheel World, Phelan, Calif. I-15 to top of Cajon Pass & get off on Oak Hill Rd. off ramp. First race 8:00 am each day. Entry $12. Elec. for campers, plenty of water. Post entry $12. 213/433-6364. Camping$4.

September 5

D-36 SEMI PRO SCRAMBLES
Salinas Airport, Hwy. 101 & Airport Blvd., Seaside, Calif. Sign up 7:30-10:30 am, heats start 11 am. Entry Nov/Jr $3.50, Ex. $6. Minis: Dbl. Black Plate pts: Last race to qualify for Tulare Invitational. 408/899-2401, 394-8225.

D-36 SEMI PRO ST
Lodi Cycle Bowl, Lodi, Calif. Sign up 5-7 pm, prac. 5:30-7, race 8 pm. Entry $4 1st bike, $2.50 2nd. All classes, pee-wee to 360cc. Labor Day Hi-pt. series. Stockton MC. 209/368-7182, 477-8524.

CRC MOTOCROSS
Indian Dunes, Valencia, Calif. 3 motos Z 30% brass for Sptsmn; 2 long motos & $ for Ex. All classes, minis +30 & gals welcome. $3000 med. ins. Memb. not req. Spts. $7, Ex. $10. Non-memb. add $2. Gate open 7 am, prac. 8-9, race 9:30 am. 213/830-7519.

D-36 SEMI PRO HALF MILE
Reno Park Sports Arena, 16 mi. N of Reno on Hwy. 395. Sign up 9 am, race 12:30 pm. Entry $5, semi pro $5 + $2 at sign up. Class 100-360/Open exhibition 360 & over. Watch $2.50. Semi Pro p.b. Reno Park MX, 9495 Fremont, Lemmon Valley, NV. 89508.

DRA RARE DESERT SCRAMBLES
California City, Calif. 0-200 Beg., Beg PP & minis 8:00 am; 250 & Open Beg. 9:20 am; 0-200 Nov., Nov. Sr & Nov PP 10:40 am; 250 & Open Nov. 12 pm; All Am & Ex 1:20 pm, $415 purse, 20% brass. $3000 med, ins. Limed from 17 mi. No of 4/corners, Hwy. 395 L side, also from Cal City golf cse. 714/373-4647.

CMC MOTOCROSS
Carlsbad Raceway, Carlsbad, Ca. Gate open 6:30 am, sign up 6:30-8:30, prac. 7:30-8:30, race 9. Entry $7 J/I mail, $10 post. Pro $12 mail, $15 post. Mail entry no later than Fri. morn. before event. CMC lic. req. $3000 med. cov. PO Box 1402, Costa Mesa, Ca. 92626.

September 5-6

URA LITTLE TUFFY ENDURO
Limed from Randsburg & Red Mtn., CA. Women & -16 go a separate loop on Sat. Men go 2-25 mi. loops on Sun. Trophies on Mon. 20% brass, fin. pins, decals, IRRC, etc. 213/785-9673.

CMC WHITEKNUCKLE NATIONAL MX
Argyll Park, I-80 to Hwy. 113, 13 mi. S of Dixon, CA. Gate open 6 am, race 9. Entry $15 Sptsmn (ride 2 days); $20 Pros (Mon. only). FMF Honda to Sptsmn. winner. $2640 Pro purse. Super brass. Free camping. Pre sign up ok, post enry — first come, first serve. B.O.S.S. CMC, 2210 Kimwood Lane, Rancho Cordova, CA 95670. 916/635-5240.

CMC MOTOCROSS
Madera Lake, Madera, Calif. Take Cleveland Ave. off 99, follow signs to Lake Madera. Start 8 am. Entry Jr. $7/Ex. $15 Ex. Int. & Jrs. race both days. 30% brass to Jr/Int 150% p.b. to Ex. 209/674-4042.

September 6

D-36 SEMI PRO HM SCRAMBLES
Reno Park Sports Arena, 16 mi. N of Reno on Hwy. 395. Sign up 9 am, race 12:30 pm. Entry $5. Semi Pro $5 + $2 at sign up. Class 100-360 & Open. Front. whl. brake req. Reno Park MC, 9495 Fremont, Lemmon Valley, NV. 89500.

R.A.C.E. LABOR DAY GP
Corona Rcwy., Corona, Calif. Gate open 7 am, prac. 8 am, race 9 am. Entry $10. Classes for Beg/Nov/Int/Ex. Vets, girls, teams & special Dinosaur class for 4-stroke 500cc & larger. New course. 714/735-1705.

D-36 SEMI PRO ST
Lodi Cycle Bowl, Lodi, Calif. Sign up 9-11 am, prac. 9:30-11 am, race noon. Entry $4 1st bike, $2.50 2nd. All classes, pee-wee to 360cc. Labor Day Hi-pt. series. Lodi MC 209/368-7182, 931-3722.

September 11-12

AGGIE 200 RR
Texas World Speedway, College Station, TX. 200 mi. endurance road race. Sat. Prod. class goes 200 mi. entry $30. Sun. reg. GP Prod. & Cafe for all. $16 entry. CRRC, 3812 Halfpenny Rd., Austin, TX.

September 12

CRC COCKS CROW ENDURO
Sidewinder Road, Barstow, Calif. A real Family enduro. 2 loops. Minis, women & C's -16 go 1 loop. 20% brass, fin. pins & decals. Mail $10 & 2 sase to CRC, 7601 Arlington, Riverside, Calif. 92503. $2 discount to CRC memb. Family teams free. 2&3 man teams $1 per rider. 7 am start. CTC pts. 714/689-6114.

SRA GP SCRAMBLES
Carlsbad Rcwy., Carlsbad, Calif. Prac 7 am, race 7:45. One hr. races over ORV cse. 20% brass & free beer at noon. Gate open 6 am, info & mail entry. 213/320-1015.

TT GRAND PRIX
Elsinore Raceway, Hwy. 71 to Lake Elsinore City, Calif. Track off Hwy. 71. Sign up 6:30 am. Entry $10 mail; $14 post. 30 laps 30% brass. Decals & fin. pins. Mail entry closes Sept. 6. R.A.B.I., 314 E. Whittier, Hemet, CA. 92343. 714/925-2871.

September 19

UEA TUFF 'E NUFF '76 ENDURO
Limed N of Red Mtn. on Trona Rd., Calif. AMA D-37 pts. Non D-37 memb. welcome. Entry $9.50 mail, $11 post. 3 man team add $1 per rider. A/B/C/WD classes. UEA, 17612 Beckwall Lane, Huntington Beach, CA 92649. 714/840-3409, 213/421-9179.

September 26

ROCKINSTRA GP
20 mi. N in US Hwy. 60 from Globe, AZ, watch for signs. 100 mi. desert race. 4-25 mi. loops, 20% brass, free beer at finish. All classes. 9 am start. Entry $13.50 pre, $20 post. 605 South 2nd St., Globe, AZ 85501. 602/425-9253.

3rd ANNUAL HOOK & LADDER ENDURO
California City, Park C. Limed from Cal City Golf Course to pit site. 2 loops, approx. 60 mi. family fun. Mail entry $10, minis $8, post entry $12. First out 7:01 am. A/B/C classes + -16 Cs. PP & minis go 1 loop. 100% brass to all minis -16 yrs. on 0-80cc bike. 15% brass all others. Fin. pins. Expo '76 Tent opens Fri. Entries close Sept. 10, 1976. 2/sase to Women's Aux., Pasadena Fire Dept., 5226 N. Golden West Ave., Temple City, CA 91780. 213/287-4471.

ALL NEW! bannered off & NEW TRACK LAYOUT

CAMARILLO AIRPORT RACEWAY
Sunday, August 29
$1,000 purse — 40% Trophies
1st place Sportsmen
choice of trophy or AME belt buckle
Pro payback per moto
Membership required — $8.00
$4,000 Medical Insurance
Silencers Mandatory
No practice during week
No Pit Riding or Pit Bikes

Gate open 7 am
Spectators $3.00
Juniors $2.00
Rider/Bike $2.00

AMERICAN MOTO-CROSS A.M.E. ENTERPRISES

Entry
Sportsman $7 mail $10 post
Pro $12 mail or phone $20 post

Sign-up 7-8:30
Practice 8
Race 9

mail entries to: AME, PO Box 1421, Reseda, CA 91335, 213-881-5778

Racing World at ESCAPE COUNTRY
Trabuco Canyon, CA 92678
Coming Events August:
Aug. 29 — CRC/ECRA Combined Race — no membership required
Sept. 4 & 5 — Return to 2 day racing — Saturday & Sunday
714—581—6400
Under New Management

SRA COMING EVENTS
Sept. 12 — Carlsbad Grand Prix Scrambles
Oct. 10 — Red Mountain Enduro
Oct. 30 — Gamblers Paradise (Las Vegas Enduro)
info:
P.O. Box 3882
Torrance, Ca. 90510
213-320-1015

Caution at first is better than tears at last.

AMC
RACE SCHEDULE
August 29 — No Race
Sept. 5 — Carlsbad
Sept. 12 — Saddleback
Sept. 19 — De Anza
INFO 714-581-2778

1st Annual Dirt Diggers Super-X
Indian Dunes, August 29
New Course
DIRT DIGGERS MOTORCYCLE CLUB

see Calendar for more info

FREE CALENDAR LISTING

All events must be received by noon Thursday to appear in the upcoming week's Cycle News. No listings can be accepted by phone. Fill out blank at right and mail to: Cycle News CALENDAR, P.O. Box 498, Long Beach, Ca. 90801.

You must fill out this form complete with your name and phone number (so we can check back with you) and mail it in plenty of time for it to reach us by noon Thursday, in order for it to appear in the next week's Calendar section. The more weeks it runs, the better you look — so get it in early! No phone calls, please. We can only guarantee accuracy on items we get in writing.

Date of Event _____ Time of event _____

Type of event *(TT, MX, Enduro, etc.)* _____

Entry fee _____ Sanction _____

Location _____

Mailing address _____

How to get there _____

Additional information _____

Your name _____ Number to call for info *(with area code)* _____

THE INVADERS MC

Grand Prix

A District 37 Point Event

September 4–5, 1976

Entries open 'til race. $12.00 pre entry or post (includes $1.00 for Dist. 37 legal defense fund and admission for riders). Saturday ; September 4th 0-Open Novice — unclassified. Sunday: September 5th — Seniors, Women's Div., 0-Open Am-Ex. Starting positions determined by Postmark. Overnight camping, showers included in $4.00 spectator fee. Silencers — Spark Arrestors.

1½ Hour Races for all classes — Approx. 10 mile course
Beginner class welcome. — No water Crossing

At Oak Hill Wheel World, Phelan, Ca. — Highway 395, to the top of Cajon Pass, off at Oak Hill Road & Follow the signs. $4.00 Spectator fee. Rescue 3. Limited entries — Mail entries to:

0-175cc
Invaders GP
3365 Century Blvd.
Lynwood, CA 90262

Invaders GP
530 Newport Ave.
Long Beach, CA 90814

251-Open
Invaders GP
PO Box 2007
Sunset Beach, CA 90742

Senior — Women's Division
Invaders GP
7561 Industrial Way
Stanton, CA 90680

Send any standard entry form & 2 S.A.S.E. & photocopy of Rider Classification Card.
Entry information: 714/893-1766

714-925-2871
All classes: Beg — Nov — Adv — O.T.
Decals — 30% Trophies — Finishers Pins
Trophies Same Day
send any standard entry or name, bike size & class

R.A.B.I. RACING ASSOCIATION, inc. *presents*

TT Grand Prix #2

Elsinore Raceway
1st race 8:30 am 30 laps

Sunday, Sept. 12

Mail entry $10.00 (includes gate) to: 314 E. Whittier, Hemet, CA 92343. Post entry $14.00 — mail entry closes Sept. 6. Starting position determined by post mark or day of sign-up. New! Longer Track — One Mile. TT riders challenge MX riders to the skill of track riding and endurance.

Labor Day Grand Prix

Monday, Sept. 6th
Corona Raceway

Post entry $10.00
New Long Course!
*Special Dinosaur Class for 4-stroke 500cc Twins & larger
Open 7 am Practice 8 am
Schedule:
9:00 am — 500
10:15 am — Vets & Dinosaurs
11:30 am — 125
12:45 pm — 250
2:00 pm — 0-100 & Girls
3:15 pm — Team Race

Gates open for overnight camping Sunday night 6 pm to 9 pm only
No play bikes!
20% trophies — 'neat' finisher pins
714-735-1705 714-688-5484

Ride With The Best

Continental Moto-Sport Club

1st and 3rd SUNDAYS - SADDLEBACK
Jrs., Inter.:$7 mail, $10 post; Pros: $12 mail, $15 post Gate opens 7:30, sign-up 7:30-8:30, practice 8:00-9:00, first event 9:30

2nd and 4th SUNDAYS - CARLSBAD
Jrs., Inter.:$7 mail, $10 post; Pros: $12 mail, $15 post Gate opens 6:30, sign-up 6:30-8:30, practice 7:30-8:30, first event 9

Every other Wed. Night starting June 16th
South Bay Park Speedway

ALL 5th SUNDAYS - SADDLEBACK
EVERY FRIDAY NIGHT - IRWINDALE

CMC LICENSE REQUIRED $8.00 PER YEAR
$3000.00 MEDICAL INSURANCE
CMC NO.1 RECEIVES NEW VAN!!

CMC Box 1402
Costa Mesa, Ca.
(714) 557-3323 MON-FRI 10am-3pm 92626

Race with AME
A.M.E.
Camarillo
Airport Raceway
Sunday, August 29

Indian Dunes
Sunday, Sept. 12
Sunday, Sept. 26
Every Friday Night
+ Youth Division
(Pee Wees thru Minis)
at all events
213-881-5778

SADDLEBACK

Saturday Motocross
$3,000 Medical Insurance
2-30 minute motos — Jrs. & Beg.
2-40 minute motos — Int. & Pros.

August 21 — Motocross
August 28 — Motocross
Sept. 4 — Motocross
Sept. 11 — Motocross

24 hour Info call 714-830-8010
Gate opens 7:30, Practice 8:00,
Race 9:00, Finished by 2:30

Beg., Jrs., Int., $8.00, Pros. $13.00
No membership or mail entry required.
Not affiliated with Saturday Park

Every Friday Night
MX O.C.I.R.
200% payback to Pros
info: 714-581-2778
AMC

INDIAN DUNES PARK
600 acres — hills, streams, sand
Family riding 7 days — 7 a.m. 'till dark
Moto-X races every Sunday
2 miles west of Interstate 5
on Highway 126 at Castaic
(805) 259-8000

REGULARLY SCHEDULED EVENTS

To list your regularly scheduled event, fill in the calendar blank and your event will run until cancelled. Free of charge.

WEST

Motocross

ASCOT
Gardena, Calif. 213/323-1142. CMC MX every Thursday night.

CANYON RACEWAY
Phoenix, Ariz. 602/992-0359. Every Sunday.

CARLSBAD RACEWAY
Carlsbad, Calif. 1st & 3rd Saturdays "Pro Pot Purse" days; 1st Sunday AMC; 2nd & 4th Sundays CMC; 3rd & 5th Sundays AMA Dirt Bike Promo. 714/727-1171.

CORONA RACEWAY
Corona, Calif. R.A.C.E. MX. 714/735-1705. Open MX every Friday night.

DeANZA PARK
Sunnymead, Calif. Every Saturday & Sunday. 714/653-2633, 735-1301.

EUGENE MX
Eugene, Ore. 503/344-0140. Every Sunday.

FREMONT RCWY
Fremont, Calif. 415/881-1039, 278-4269. Nite MX every Thursday.

INDIAN DUNES PARK
Valencia, Calif. 805/259-8000. AME 2nd & 4th Sundays. AME every Friday night.
CRC-NMA MX every Wednesday nite, 8 pm. 213/830-7519.

IRWINDALE RACEWAY
Irwindale, Calif. CMC Nite. 714/557-3323. Every Friday.

LIVE OAK RCWY
Yuba City, Calif. 916/674-3109, 674-3094. D-36 Semi Pro MX every Saturday nite.

ORANGE COUNTY INTERNAT'L RCWY
East Irvine, Calif. CMC nite MX. Every Wed 714/559-0199 AMC every Friday nite. 714/581-2778.

RACING WORLD MX
Escape Country, Trabuco Cyn., Calif. 714/581-6400. MX every Sunday.

SADDLEBACK PARK
Orange, Calif. 714/558-1584. AMC MX 2nd & 4th Sundays: CMC MX 1st, 3rd & 5th Sundays: SAM MX every Saturday. ITA Trials every 1st & 3rd Sunday 9:30 am. 714/879-0570.

SANDHILL RANCH
Brentwood, Calif. 415/634-3328, 634-2086. CMC MX every Sunday.

SOUTH BAY PARK
Chula Vista, Calif. 714/420-7414. CMC MX every other Wed. night.

SPILLWAY PARK
Santa Maria, Calif. 805/937-4043. AME MX every 1st Sunday. AMA MX every other Sunday.

Dirt Track

CORONA RCWY
Corona, Calif. 714/735-1705, 689-1913. Half-Mile, ST & TT every Wed. nite.

CYCLE LAND SPDWAY
Chico, Calif. CMC Sportsman Short Track every Saturday night. 916/342-9302.

ELSINORE RACEWAY
Lake Elsinore, Calif. Night TT. 714/826-2386, 674-5383. Every Saturday night.

FREMONT RACEWAY
San Jose, Calif. Every Wednesday night Short Track. 415/651-2545, 327-4461.

MANZANITA SPEEDWAY
Phoenix, Ariz. 602/276-7575. AMA TT Wednesday night.

MEDFORD RACEWAY
Medford, Oregon. 503/779-7779. AMA Sportsman Short Track every Friday nite 8 pm.

395 CYCLE PARK
Adelanto, Calif. 714/246-6109. TT & H-M every Saturday nite.

WEST CAPITOL RCWY
West Sacramento, Calif. Semi Pro TT every Friday night. CMC. Ends Sept. 10. 916/961-7484, 371-3050.

Speedway

CAL EXPO
Sacramento, Calif. AMA Class A Speedway every Friday nite. 916/489-0476.

SPEEDWAY
Hanford Fairgrounds, Hanford, Calif. SRA every Fri. night. 209/683-7730.

CENTRAL

Motocross

ANTELOPE CREEK MX
Borger, Tex. 806/273-6571, 857-3733. Every 2nd Sunday.

AUSTIN MX PARK
Austin, TX. Pro-Am, 512/451-2326. Every 1st, 3rd & 5th Sunday.

BARRON FORK MX
Tahlequah, Okla. 918/456-8421. Every 1st & 3rd Sunday.

BIG BLUFF MX
Wellington, Texas. 806/447-2101. MX every first Sunday of month.

BIG DUD
Albuquerque, N.M. 505/298-7013. First Sunday.

CENTEX MX PARK
Cameron, Texas. 512/446-3282. AMA MX every 2nd & 5th Sunday.

COAL CREEK RCWY
Lafayette, Colo. 303/443-0825. 2nd Sunday.

CNTY LINE CYCLE PARK
Irving, Tex. Pro/Am every 2nd Sunday. 214/438-1919, 817/461-3710.

CYCLELAND MX PARK
Roland, Okla. Am/Ex/mini 2nd Sunday each month. 501/783-5822, 646-2148.

GET SIDEWAYS MX PARK
3 mi. S of Jct. Hwy. 66 & I-20 then 3 mi. W Tyler, TX. 817/277-9917, 817/267-9153. MX every 4th Sunday.

HI-NOON OPTIMIST MX
Big Spring, Tex. 915/263-1278. Pro-Am. Every 2nd Sunday of month.

INDIAN TERRITORY RACEWAY
Prague, Okla. 405/567-2241. 1st & 3rd Sunday.

KLEBERG PARK MX
Kingsville, Tex. 512/595-5266, 592-1902. Every 1st Sunday.

K & R PAULS VALLEY
Pauls Valley, Okla. 405/484-7546. Every 1st & 3rd Sunday.

LAKE WHITNEY CYCLE RANCH
Lake Whitney, Tex. 817/694-2901. Every 4th Sunday.

MANSFIELD RCWY MX
Mansfield, Tex. Every Friday night thru Sept. 817/267-9153. 237-8138.

MIDADO RACEWAY
Stephenville, Tex. Cross country every third Sunday of month. 817/965-6179.

MOSIER VALLEY MX PARK
Euless, Tex. Pro-Am. 817/267-5193 or 277-9917. Every 1st, 3rd & 5th Sunday.

MOTORCYCLE RACEWAY
Oklahoma City, Okla. 405/677-1381. MX every Saturday nite.

OAK HILL
Between Alvord & Decatur, Tex. 817/427-2663. Every 2nd & 4th Sunday.

OAK RIDGE PARK
Lufkin, Tex. Pro-Am. 713/634-3122. First Sunday.

OAK TREE MX PARK
Danbury, Tex. 713/849-4461 or 922-1145. AMA every 2nd & 4th Sunday.

PARADISE VALLEY MX PARK
Alvarado, Tex. 817/834-0571, 834-8053. MX every 2nd & 3rd Sunday.

RED RIVER MX
Bulcher, Tex. AMA D-20 Pts. every 1st & 3rd Sunday each month. 214/272-6165.

RIO BRAVO PARK
Houston, Tex. 713/991-3230 or 458-0090. Every 2nd, 4th & 5th Sunday.

SAN ANGELO MX
San Angelo, Tex. 915/655-5061. Every 3rd Sunday.

SAN MARCOS MOTOPARK
San Marcos, Tex. 512/392-5979. Every 2nd & 4th Sunday.

SEMINOLE COUNTY MX PARK
Seminole, Okla. Pro-Am. 405/382-5818. Every 1st & 3d Sunday.

SOONER MX PARK
Amber, Okla. Amateur. 405/672-9629, 239-8532. Every 1st & 3rd Sunday.

SOUTHWEST MX PARK
Lockhart, Tex. 512/398-3328. Every 4th Sunday.

SQUABBLE CREEK
Rockwall, Tex. 214/272-6376. Every 1st, 3rd & 5th Sunday.

THUNDER VALLEY MX
Stillwater, Okla. 405/372-7222.

TWIN OAKS PARK
Claremont, Okla. 918/341-1143. Every 2nd & 4th Sunday.

TURNPIKE MOTOPARK
SE corner Dallas/Ft. Worth Turnpike, Callas, TX. 522-5120. MX every 2nd & 4th Sundays

Dirt Track

BAYTOWN RACEWAY
Baytown, Tex. Pro-Am. 713/576-6025. Every Sunday.

BUFFALO PARK
Carrollton, Tex. AMA ST every Sat. night. Pro race every 1st Sat. 214/241-1359, 242-8117.

COLO. NAT'L SPDWY
Erie, Colo. Pro-Am. 303/443-0825. Every 1st & 3rd Friday.

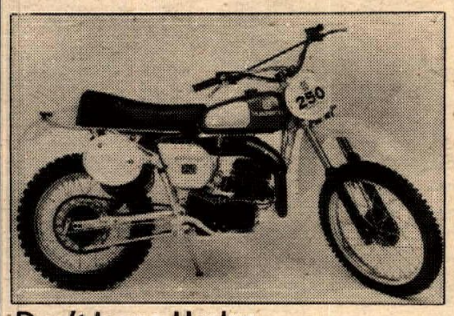
DeANZA RACEWAY
Claremore, Okla. Short Track. 918/446-6650. Every Friday night.

ROSS DOWNS
Garland, Tex. AMA Am Short Track every Friday night 8 pm. PO Box 813. Garland, TX 75040. 214/276-0409.

Hillclimb

LAKE WHITNEY RANCH
Lake Whitney, TX. Texas Hillclimbers Assn. 214/337-7534. First Sunday.

WANT ADS



Don't buy a Husky
before you've talked about preparation, service, warranty and PRICE with us. Bill Saltzman's M/C (213) 337-6811. (32/2x)

1976 Yamaha YZC 125
OCC monomod 8½", kitted forks, FMF up-pipe, new sprockets, chain & tires, G.P. seat, KN filters, $675.00. Charleen Higgins, after 6 p.m. (213) 886-5107. (33/3x)

'74 Ducati 750 Sport
Fairing, TT 100 tires, very clean cafe racer. $1695.00. (915) 751-6431. (33/4x)

500 Jawa DT
Good condition. Good price! (801) 582-0818.

Service manager for Honda motorcycles
Profit sharing, pd. holidays, pd. vacations, & sick leave. Experience only. Hacienda Heights Honda, 507 S. Azusa Blvd., La Puente, CA. (213) 968-6461. (33/2x)

Help wanted
Two positions open. Mechanic and partsman to work in English motorcycle shop. Must be experienced enthusiasts. Symonds Cycles (213) 762-6368. (24/TFN)

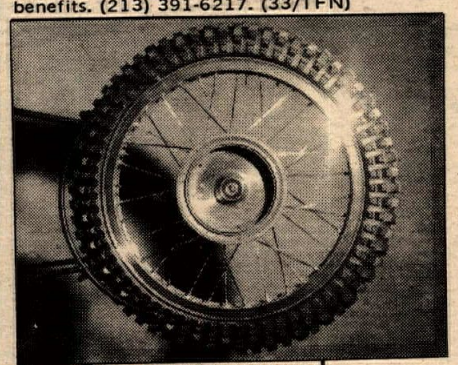
W. German beast! 450 Maico
Late '74 with '75 Wheelsmith frame and other goodies. Sun rims, huge Poppy-body shocks, Andres bars, Works tank, airbox, Twin-Air, ultra-trick snail pipe. Absolutely never raced — stored for last year, $800. (714) 488-0095. (34)

1974 ATC '70 Honda
Super clean condition. See it to believe it. A steal at $350.00. (714) 581-4218. (33/2x)

Motorsport air shocks, $100
Intr. offer. Don Kesler (213) 596-3691.

Rickman Triumph
Metisse. Perfect condition, $650.00. Call (213) 835-3172 or (714) 528-0432. (33/2x)

Wanted immediately
Partsman and top mechanic, with at least 3 years experience. Good salary & company benefits. (213) 391-6217. (33/TFN)



New Barum wrap around knobby 325x21
Used by all the pros, in stock only $34.50, one day UPS. Dealer inquiries invited. Crazy Whitey, New York Motorcyclist, 250-70 Jamaica Ave., Bellerose, NY 11426. (516) 328-3353. (MOPED dealers wanted.) (33/3x)

Yamaha 1975, TZ 750B new
Complete with fairing. Ready to race, $3,500.00. (217) 877-6872. (33/4x)

AJS, Matchless, BSA, Triumph
etc. Large inventory of spares & cycles. Complete restoration and maintenance service. Symonds Cycles, 5221 Laurel Cyn. Blvd., No. Hollywood, CA 91607. (213) 762-6368. (24/TFN)

Leathers by Chris
Custom leather apparel. Lowest prices — highest quality in Northern Calif. Guantee fit. Call Chris in Fremont (415) 656-9145.

'69 YAMAHA 125, dirt, minor work, $150.00. (213) 630-4961. (32/3x)

Shop manager available
Presently I am managing a Yamaha dealership. I am a 30 yr. old ex-Navy officer with a degree in Business Admin. If interested call (512) 595-5266 after 6. (32/3x)

'76 Honda Elsinore CR 125
Miller Mano prepared barrel & Super pipe, ported, 34mm Mikuni, Hi-rev Motoplat. $1300 invested. Sell for $850. Only two months old. (714) 778-6700 or (714) 581-2584 ask for Mike (34/2x)

Motorcycle mechanic with tools Sales experience wanted
Full time job, excellent pay. No lay offs — Out Rider, 10545 W. Pico Blvd., Los Angeles, CA 90064. Mr. Anton (213) 879-3350.

'76 RM 250
Hardly ridden, showroom cond. New Works Performance shocks. $950.00 or best offer, or will deal for pick up truck. (213) 698-5797.

Yamaha mechanic wanted
Good pay, good benefits. No primadonna. Bellflower Yamaha (213) 925-5097. (34/2x)

Trick suspension
Laydown most bike, $65.00. Moved up, $45.00. Works Performance shocks, $105.00. Boge LTG with spring, $98.00. Frames magnafluxed & repaired. G.S. Sigman Race Eng., 304 E. 231st St., Carson, CA 90745. (213) 830-4678. (34/3x)

YAMAHA SALE — OR TRADE for 74-6 Yamaha 125/175 plus cash. '73 100 MX, fresh engine, fork kit, laydowns, extras, $325.00. '69 175 MX, fork kit — Girlings, etc., $225. '72 125 MX, fresh engine & trans., fork kit, Girlings, $300.00. (213) 320-3476.

Out of state Honda mechanic
looking for full time employment? Pd. vacations, profit sharing, salary open. Hacienda Heights Honda, 507 N. Azusa Blvd., La Puente, CA. (213) 968-6461. (34)

Champion twin frame
Complete bike minus motor, for TD3 — or TR, RD. $550.00/offer. (213) 375-6930. (34)

'71 Ossa $250
Rebuilt motor by Hockies. Has been stored for 3 years. Call (213) 634-1073 eves. (34/2x)

MUST SACRIFICE '39 HARLEY 74" total engine and transmission rebuilt all chrome, modified stock. Needs electrical system, carb and front wheel for completion. $2,250.00. Call Joe Day (714) 525-2361, night (714) 528-5203. (34)

M/C dealer Kawasaki, Los Angeles County
Very good profits. $50,000.00 down. (213) 447-5435. (34/4x)

NEW '75 ELSINORE forks and triple clamps, $75. (213) 430-3376. (34)

'74 175 enduro, better than new
21" front tire, desert tank, fork kit, ported, expansion chamber. All white, like new. Wife moves up, $600.00. (213) 425-4984. (34)

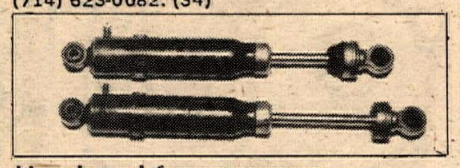
'74 Yamaha 360 MX
Curnutt shocks, fork kit, desert tank, chain tensioner, $600.00. (213) 425-4984. Ported & all new trans. (34)

HONDA XR-75, race cam, 100cc, $250.00. Call 1-(714) 527-4971/Anaheim. (34)

Mechanic wanted
Wanted experienced Kawasaki mechanic. Must have all tools. Company benefits. Ask for Kevin (213) 848-6627. (34/2x)

Experienced Honda service manager
Full time, salary open, paid vacations & profit sharing. Contact Robert Kizt, Hacienda Heights Honda, 507 N. Azusa Blvd., La Puente, CA. (213) 968-6461. (34/2x)

For sale:
Fresh TZ 700 Yamaha, numerous spares, new, never used KR111 Dunlops, etc., etc. $4200. (714) 623-0082. (34)



Honda red frame owners
Only getting 5¾" rear wheel travel can now get 7½. We modify, refill oil to nitrogen, along with our 6 month seals. Then compare your shocks with some of the higher priced models. Satisfaction guranteed, $27.50 plus tax & postage. Hiiesalu Mfg. Co., 322 N. Lima St., Burbank, CA 91505. (213) 842-3280.

For sale:
Turbo 550 Honda. Sizzling performance, $1850. (714) 623-0082. (34)

For sale:
Used Moto Guzzi 850. Lemans "Louden Winner Replica," silver blue, 982 miles, $3900. (714) 623-0082. (34)

'75 Suz. RM125—'74 Maico 400
Suzuki — stock, look good, runs strong. Maico — G.P. tank, air box, Rahm fenders, Andres, DIDs, Konis w/coolers forward mtd., small (trick) clutch, recent overhaul — $495.00 each. (213) 376-7708. (34/2x)

250WR Husky 1975¾
Less than 800 miles, like new, Sun rims, new 6 ply tires, Konis, Pettys, skid plate, tool bag, VDO speedo and more. Enduro ready, $900.00. (714) 748-4309. (34)

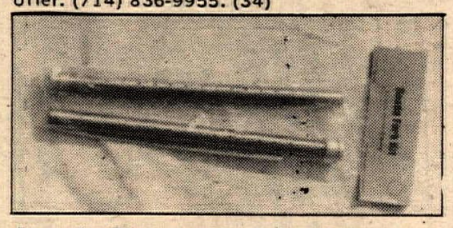
1974, 250 Bultaco
Fresh engine, new tank, modified swingarm with aluminum bodied Konis, $495. (213) 340-5727. (34)

'74 CR 125 HONDA — GP BARREL, DG swingarm, new shocks, chain, rear tire, 9 gauge spokes front, 2 tanks, more. $400 firm. (213) 634-7146. (34)

'75 Yamaha RD350
Excellent condition, like new. Only 2,000 original miles, $750.00. After 6:00 p.m. (213) 379-3481. (34)

250 CZ very clean
Laid down Konis, 8½" Travel, 32 Mikuni, recently rebuilt plastic tank. Many extras, $450 or offer. After 4 p.m. Dennis (213) 530-5507. (34)

RM 250 Suzuki
Excellent condition, many extras. $950.00 or offer. (714) 836-9955. (34)



Honda Elsinore fork kit 8½
They work with air or springs & have progressive dampening. Fits CR125 8"+ & 250 8½". Also call on other Hondas, $24.95 plus tax and postage. Hiiesalu Mfg. Co., 322 N. Lima St., Burbank, CA 91505. (213) 842-3280. (34/3x)

1976 Yamaha YZ125C
Completely F.M.F. equipped, 8¾" travel front and rear. Fresh engine, 520 chain kit, xlnt. tires. Must see, immaculate cond. $725.00 or best offer. (714) 642-0354. (34)

Trick trike
"Dune cycle," Kohler 295cc, trick roll bar & rear bumper. Low hours on engine. Call after 7:00 Scott Y. $400.00 or best offer. (213) 479-5642. (34)

1975 Jawa Eso
New condition, extras too numerous to list. This one's got all the good parts. (714) 675-3127. (34)

*****'76 KTM 400*****
Marzocchi forks, aluminum tank, gas Girlings, T&M pipe. Plus many extras — excellent condition, $1200.00. Home (714) 492-3487, work (714) 492-2270. (34)

1973, 360 Yamaha MX
Ported, Konis, Malcolm Smith type handlebars, desert and regular tank, good condition. $500 or best offer. (714) 557-7732. (34)

'75 Suzuki RM 125
2 pipes, 32mm carb, air forks, Bridgestone, cleaned ports, Petty grips, hardly ridden, excellent condition, extras. $575. (714) 828-9030. (34)

T&M Honda CR125 racer
This is one of the bikes used by the T&M Race Team. T&M pro porting, pro pipe, radial head, balanced crank, with 34mm Mikuni, moved up shocks with a T&M aluminum swingarm with chain tensioner and S&W shocks, 8" travel, Betor forks with a Yamaha conical hub, fast. Also extra barrel and pipes. $1050.00 or best offer. (714) 549-3838. (34)

'76 RM250, $950
Like new, many xtras. After 5 p.m. (714) 496-6392. (34)

KTM sale
'75, 400 KTM, Eric Jensen prepared, GP pipe & head, $975.00. '73, 125 Penton, rarely ridden, $425.00. New home forces sale (trades?). (213) 792-5274 or (213) 799-0278. (34)

New RM 125
1975 model, perfect cond. Have to see to believe. Plus heavy duty bike rack. $650.00. (213) 923-7409. (34)

1975 YAMAHA 400 MX, excellent condition, $895.00. (213) 829-2322. (34)

T-ricked '76 RM 250
Ultra-reliable, mint condition. Too many extras. Must sell, $900. (714) 529-7569. (34)

'76, 250 YZ mono
3½ Vesco, 3.50x21, Terry kit, 500 Yam. air caps. Skid plate, shock rebuilt, excellent cond. $1075.00. (714) 539-4133. (34)

'71 Suzuki TS125
Good condition, Konis, 2 pipes, extra barrel, 30 Mikuni, 21 inch front wheel, much more. Trail ridden only. $400 or best offer. Call after 5 (714) 827-1660. (34)

Honda for Honda
1974 Elsinore, great shape, trade for 125 or 175 Thumper. (213) 367-0391. (34)

1975 XR 750 Harley
Only 12 races — fresh engine — spares, $4400. (303) 237-9374. (34)

Rent a race wrench
Experience on road race circuit. Desire to travel Trans-AMA. (213) 396-4487. (34/2x)

CR250 Elsinore '73
Stored two years, like new — skid plate, $500.00. KS 125, 1975, wife's bike, $400.00. Leathers, waist 34, boots size 10, $40.00. (213) 575-1786. (34)

'76 Suzuki RM 250
Ridden once, perfect condition, chain tensioner. Injury forces sale. $1,000.00. (213) 246-7584. (34)

'71 Yamaha 360 enduro, $400
'71 Yamaha 250 enduro, $350. '72 Yamaha 100, $200. All bikes are dirt ready with many trick extras. (213) 675-6509. (34)

Husky 1971 easy riding 400
X-cond., fast, reliable, strong, many extras. Most motorcycle for the dollar. Priced to sell fast, $395.00. Evenings (213) 322-3496. (34)

'74½ Bultaco 360 Pursang
Broken body forces sale. Must sell, $500. (714) 644-2729. (34)

FOR SALE: Brand new motorcycle. Indian M.E. 125. Call (714) 598-5321. (34)

RM 250
3 mos. old, S&W Freon shocks, xlnt. condition. $1000.00. After 5 p.m. (714) 897-5251. (34/3x)

Super fast 125 Elsinore!
32 carb, FMF pipe, ported, 520 chain & tensioner, F.M. Boge, Ken Ross spring, perfect shape. Must call for more info. Stored 7 months, $600. Sacrifice. (213) 332-4603.

6" TRAVEL CERIANIS, $75. Penton front wheel/Metzeler, $40. 14" Curnutts, $25. TS250 chamber, $25. 1600 VW cases, $75. Miscellaneous stuff/make offers by Sept. (714) 835-9678. (34)

Suz. RM125 barely broken in!
Late '75, xlnt. A-1 cond. Going away to college. Must sell! $650 or best offer. (213) 799-3157. (34)

1975 KX400 Kawasaki, help!
Ridden 300 miles. New Dec. 1975. Bike immaculate. Must sell, need the money. Extras included. Sacrifice price $700.00. (714) 998-0393. (34)

1973 YAMAHA 750, low miles, excellent condition, $900.00. (213) 422-6983 or (213) 866-5095. (34)

'75 Honda XR 75 runs great
T&M pipe, air forks, laydowns, $350.00. Call after 6:00 p.m. (714) 523-3827. (34)

Yamaha, Ossa, Ducati ? Ford ?
'69 Yamaha 175 enduro, tired, but serviceable, $225. '70 Ossa 250 Stiletto, great shape, some extras, $250. '66 Ducati 250 scrambler, stored two years, $150. Misc. mo'cycle junk and Ford eng. parts. (213) 925-3923. (34)

'75 Honda CR125 Elsinore
Excellent condition, fwd. mounted Boge/Mulholland shocks with coolers, yellow Ken Ross springs, Webco head, air forks and fork boots. Fast and clean, $550.00. (213) 472-4171. (34)

400 HUSKY 8-SPEED, VDO SPEEDO, lights, extra gears & chain, parts & owner's manual, Mikuni carbs w/water tight air boxes, 4¼ & 2½ gal. tanks, extended swingarm, muffler, spark arrestors, tools, street license. $600. (213) 675-0297. (34)

CR125 parts — used once
DG pipe, $30. 30 Mikuni, $20. Special radial head, $30. Konis with S&W springs, $30. (213) 861-9696. (34)

'73 DKW 125
New Curnutts, pipe, DID rim. Must call or see, $400. (213) 393-2837. (34)

'72 SUZUKI 750 — EXCELLENT CONDITION — extras — $800.00. Call after 6 (213) 794-6468. (34)

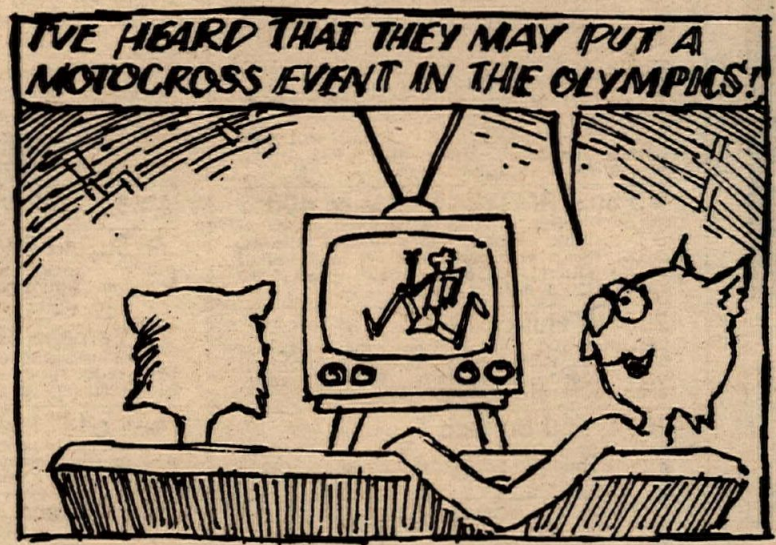
Laverda SFC Prod. road racer
Brand new, special paint, immaculate, complete Ricky Racer Team engine prep. $3325 or will consider trade — serious inquiries only. (714) 595-8814. (34)

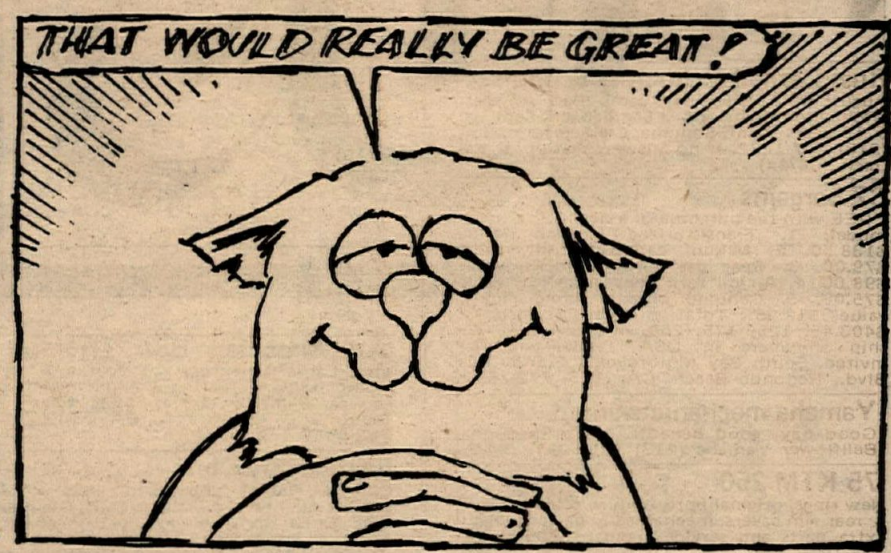
Free—Hi Point enduro calculator
Free—Malcolm Smith tool bag
With purchase of a super 1974½, 250 K.T.M. in excellent condition for $675.00. (213) 360-8409. (34)

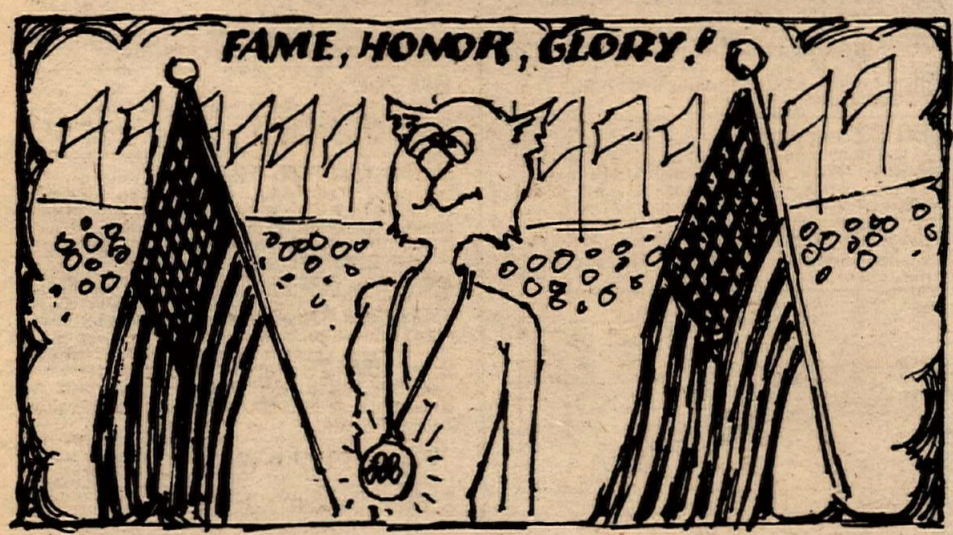
'75½, 400 Maico
Aluminum tank, Fox Shox, all new accessories, new tires, long shock conversion on swingarm. Very fast, $1250.00. Tony (213) 883-5292. (34)

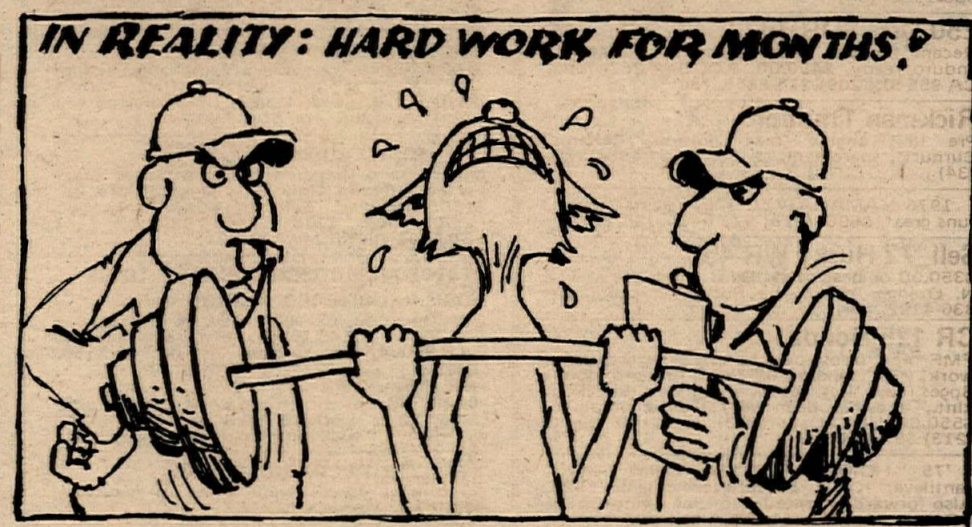
the continuing adventures of Motocross Cat

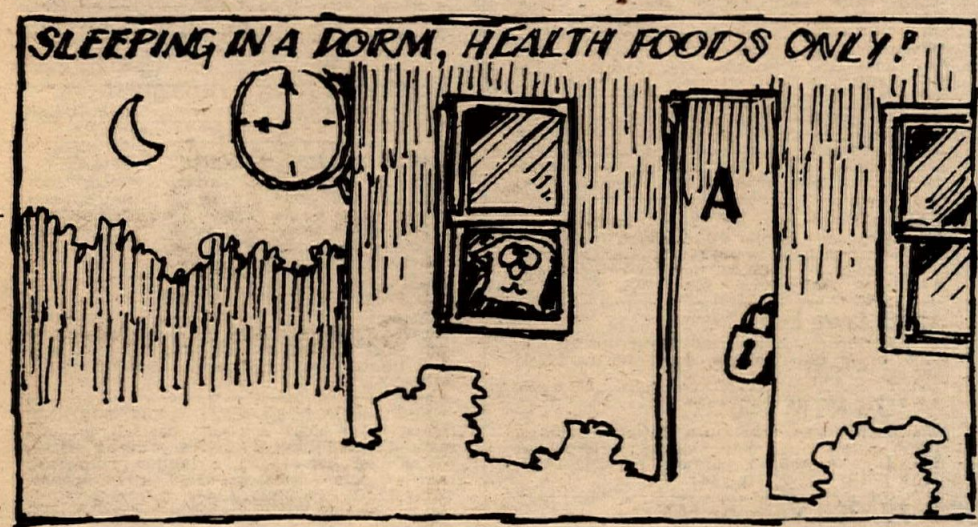
© Tony Bell

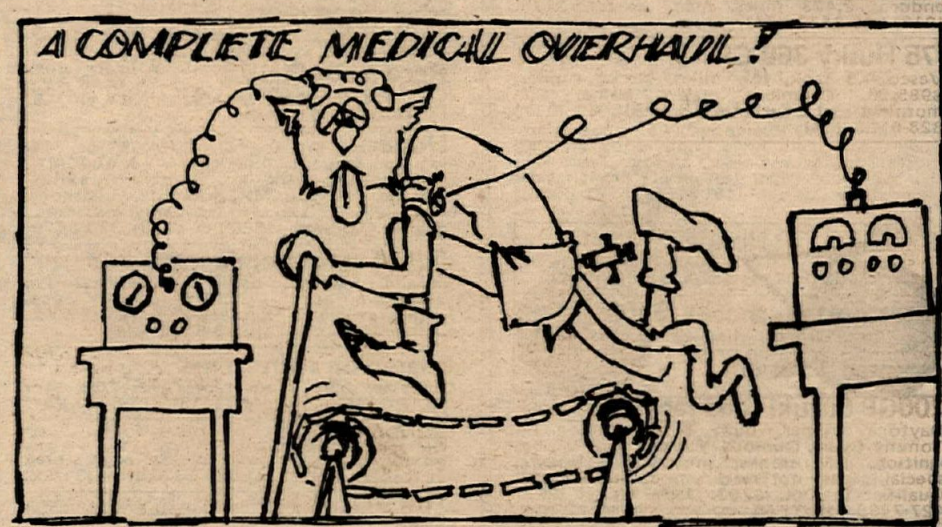


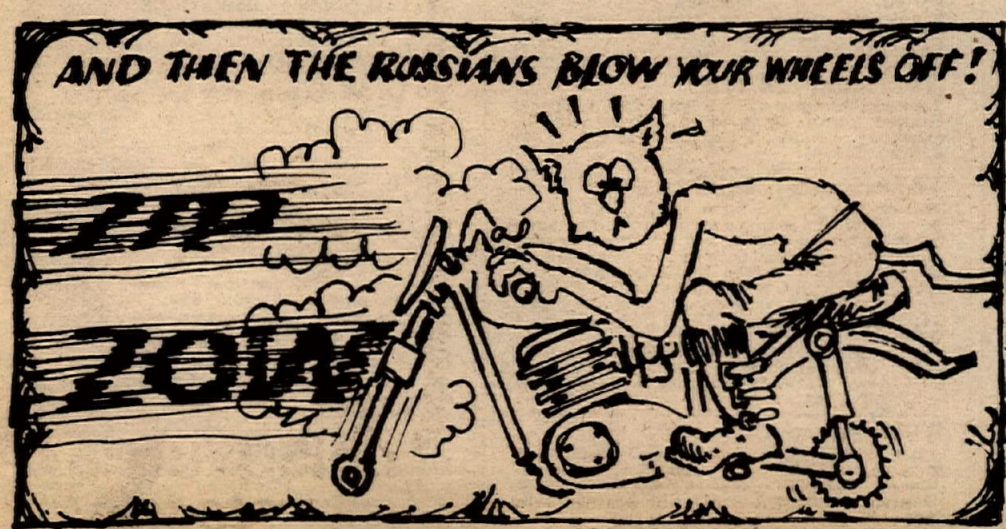


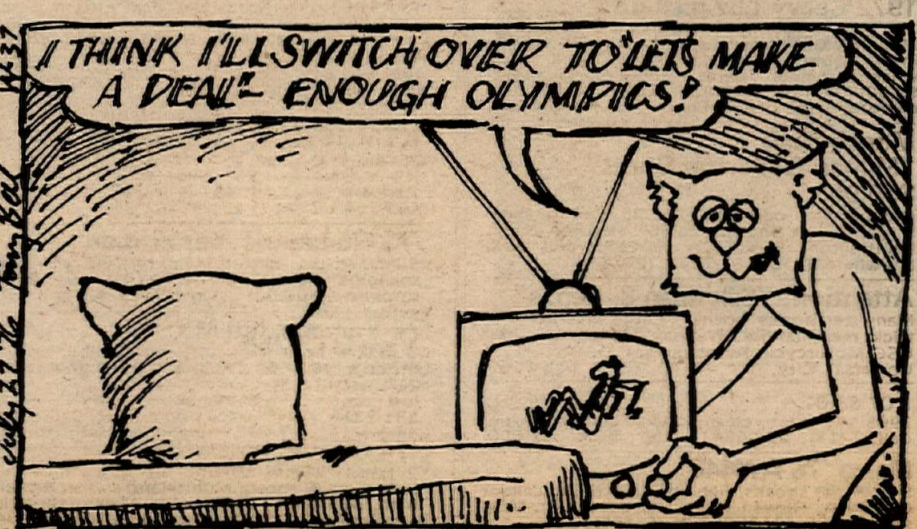












Dune Buggy tires
4 — 11 inch by 15 inch, 6 ply rating, high flotation tires & rims — 2 tires grooved, fits Ford. $120.00. (213) 425-1071. (33/TFN)

Russ Darnell Motocross Schools
August 23-27 Five day camp Port Angeles, Washington. Sept. 2 & 3 Saddleback. Sept. 18 & 19 Sears Point, Sonoma, Calif. Information (213) 367-1722. If no answer, sign up at the track. (34/4x)

CZ bargains
FREE with the purchase of a new CZ . . . Any model: 1. Transistorized ignition, value $138.50. 2. Mikuni carburetor kit, value $79.00. 3. Rear gas Girling shocks, value $98.00. 4. Air/oil fork conversion kit, value $75.00. 5. Genuine pigskin riding gloves, value $12.95. Total of free accessories: $403.45. 125, 175, 250, 400 in stock. We ship anywhere in USA. Dealer inquiries invited. South Bay Motorcycles, 200 Artesia Blvd., Redondo Beach, CA. (213) 772-1647.

Yamaha mechanic wanted
Good pay, good benefits. No primadonnas. Bellflower Yamaha (213) 925-5097. (34/2x)

'75 KTM 250
New rings, original bore, enduro'd only. Front & rear rim savers, mechanically perfect. Many extra parts and service manual, $895. (714) 638-1959. (34)

250 Ossa SDR 1973
Recent top end overhaul, some spare parts, enduro ready. $450.00. P.O. Box 261, Ione, CA 95640. (209) 274-2855. (34)

Rickman Triumph
Pre unit engine, mag ignition, Cerianis, Curnutts, spare tank, $400. (213) 498-2876. (34)

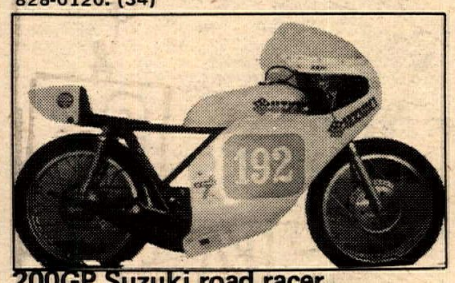
1976 YAMAHA YZC 125, original piston, runs great, $690. (213) 973-0436. (34/2x)

Sell '72 Husky WR 450
$350.00 or best offer. Runs good. See at 311 N. Orange Apt. 5, La Puente or call (213) 336-4122. (34)

CR 125 Honda
FMF pipe, boost port barrel, DG ports, head work, "30" Mikuni, 8" forks, forward mount Boges, new tires, red & white, + more! Bike is xlnt., and has been very well maintained. $550.00/offer. Days (213) 781-4160, nights (213) 892-0342. (34)

'75 HONDA CR125. Great cond., cantilever Konis, blueprinted engine, $525. Also forward mounted Red Line swingarm for CR 125, $65. '71 KAWASAKI 100 Trail Boss enduro, 2,473 miles, many extras, $175. (213) 348-8470. (34)

'75 Husky 360 GP
Vesco 4.5 tank, low miles, strong runner, $985.00. Cadmium plated frame. Call mornings or evenings around 6 (213) 828-0120. (34)



200GP Suzuki road racer
Daytona winner, built & maintained by Tommy Byars, Dunlops, Yamaha seat, fairing, ignition, RM cranks, shortened cylinders, special pipes, not ridden since AMA Nat'l. Qualifier in Oct. $700. Jody Weisel (213) 427-7433. (26/TFN)

1972 Chevy Luv pick-up
350 cu. in. 350 h.p. small block V-8, 4-speed Muncie CR transmission, AM-FM-8-track in-dash stereo. Top Kat camper shell, wide wheels, fender flares, and much more. $2,500.00 firm. Contact Gino at "Biker" newsmagazine office. Phone (213) 595-4753.

Mooch deals "Munari & Norstar Boots" $59.95
Close out on odd sizes, $51.95. Call for sizes. S & L Yamaha, 5938 Pacific Blvd., Huntington Park, CA 90255. Will ship anywhere. (213) 587-7244. (20/TFN)

Attention: "Salesman & Rep.'s"
Many territories open — Large inventory of trick merchandise. We pay top commission. USC Motorcycle Accessories, P.O. Box 2219, Universal City, TX 78148. (512) 658-1061.

For sale:
1968 VW Bug — clean, in excellent condition. Call (213) 598-6941 after 5:30. $1,000.

Maico '76 AW440
S & W gas shocks, lightened piston, excellent condition. Ridden very little, super fast. Must sell, $1,395. (213) 991-0676. (34)

Attention salesmen!!
Calling on dealers? Now you can add to your income. START your customers as BIKER dealers. For details, write to Biker Magazine, Box 2610, Long Beach, CA 90801. Attn: R. L. Nor Velle. (46/TFN)

New Huskies
S & L Yamaha, 5939 Pacific Boulevard, Huntington Park, CA. (213) 587-7244.

1967 Kawasaki F2-TR parts
Engine, gearbox, swingarm, frame, etc. Also "Gyt kit" cylinder, piston & head. Call (213) 427-7433 ask for Mr. Nor Velle. (10/TFN)

Finisher pins
Most of the Finisher Pins you're wearing we made — Now — Buy factory direct. Save 20%. Cal-Mart Plating, 607 South Hill Street, Los Angeles, California 90014. (213) 623-6987.

Shoestring wheel works
Wheels laced, $16.00. Trued, $6.00. Wheel off machine tire off. Call for appointment. (213) 439-8239. (2/TFN)

'75½, 250 Pursangs—stock & trick
Two Buls, excellent condition, clean, fast, ported 250 with trick swingarm, up-pipe, and shifter featured in June issue of CN. $700.00. Stock 250, $550.00. Many spares. (213) WA 8-1248. (32/4x)

Harley-Davidson mechanic opening
Set up and custom work. Call R. Hutchins (213) 749-6235 L.A.H.D. (32/TFN)

'73 AJS 410 Stormer
New piston, trans., Mikunis, chrome moly frame. Boges, extended swingarm, forward mounted shocks. Must sell. $500 or offer. (714) 595-0529. (34)

Wanted
Expereienced Yamaha mechanic, North Long Beach area. (213) 635-8058. (29/TFN)

Hindall's 248 lb. Triumph
Harry Hindall's own 650cc Triumph as seen in March, '73 issue of Popular Cycling. $1758.00. (213) 823-9521. (34)

'71 Moto Guzzi 750 & sidecar
Full dress, in good condition, $1500. Spirit of America sidecar, new tire & clean. (714) 368-6025. (34)

Extra clean Frontera
370 street legal, 380 miles, one crash, too fast for me. Desperate, $950.00. (714) 649-2813.

'74 Suzuki TM-125
Extras, immaculate condition. Come over and see! Original owner, low mileage, $500. (714) 871-8558. (34)

CHAMPION-HONDA XL350 — VENOLIA piston, Megacycle cam. — 2 pipes — ridden 3 times. Sacrifice at $1000.00. New Champion tank & seat. (415) 676-4567. (34)

1973 Yamaha 500SC
200 miles, never apart. Bought new in 1974. Never raced. Includes manual. Best offer. Doug (714) 830-9164. (34)

Race ready XR-75
Engine built by Powroll, 110cc, $350.00. (213) 869-2686. (34)

Hondas
'73 XL 250, desert ready, foward mounted Konis, aluminum bars, $500.00. '72 SL 125 play bike, $250.00. (714) 545-6763. (34)

1975 Elsinore 125
Redline, Boges, skid plate, super clean, $600.00. (213) 332-9901. (34)

BMW 9.5 gal. tank, new for all new models, $100. (213) 254-6340. (34)

WANTED. STOCK '73 or '74 HONDA CR250 head and, or barrel. Must have good stock or first over bore. (213) 831-4539. (34)

'74 HUSKY 250 GP, EXCELLENT CONDITION, little use, cherry. $800 or trade for serious enduro of equal caliber. (213) 931-0327. (34)

RM 370 Suzuki '76
Excellent condition and fast. $1000.00. (714) 987-1415. (34)

CR250M HONDA ELSINORE. 1974½, super fresh, never raced, skid plate, leather tool bag, extra gas tank, new rubbers, manual, like new — $595 or best offer. Tel. (213) 697-9872. (34)

KTM 1975, $900, excellent
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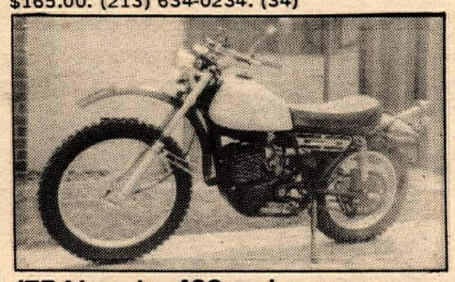

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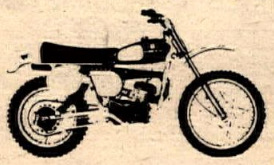

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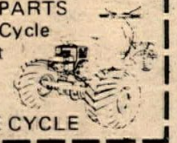

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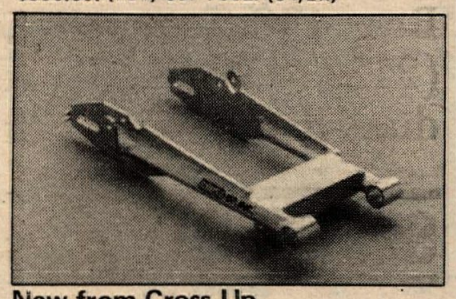

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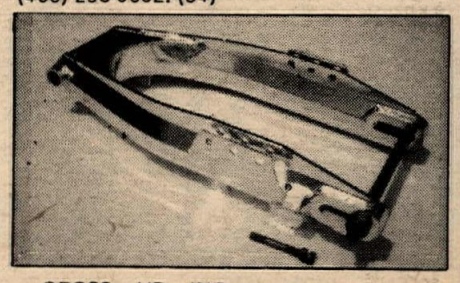

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JENKINS HOT SHOES — Pro qual. steel shoes for all dirt racing. $35. Send boot/cut-out pattern of sole. Spec. boot toe height. Box 751, Norco, CA 91760. 714-735-0725.

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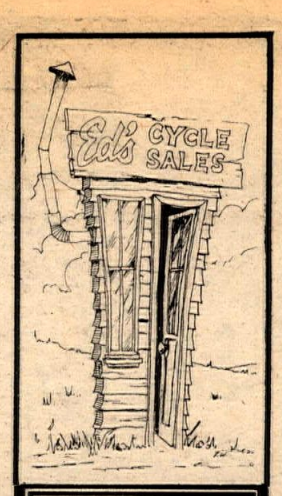

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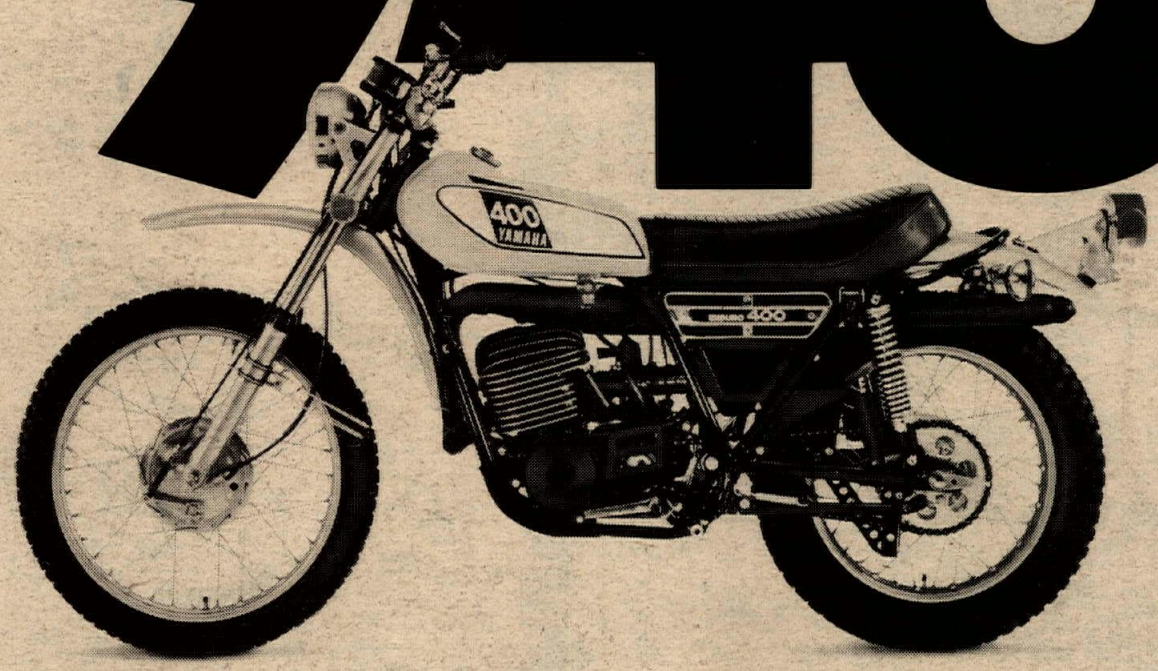

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